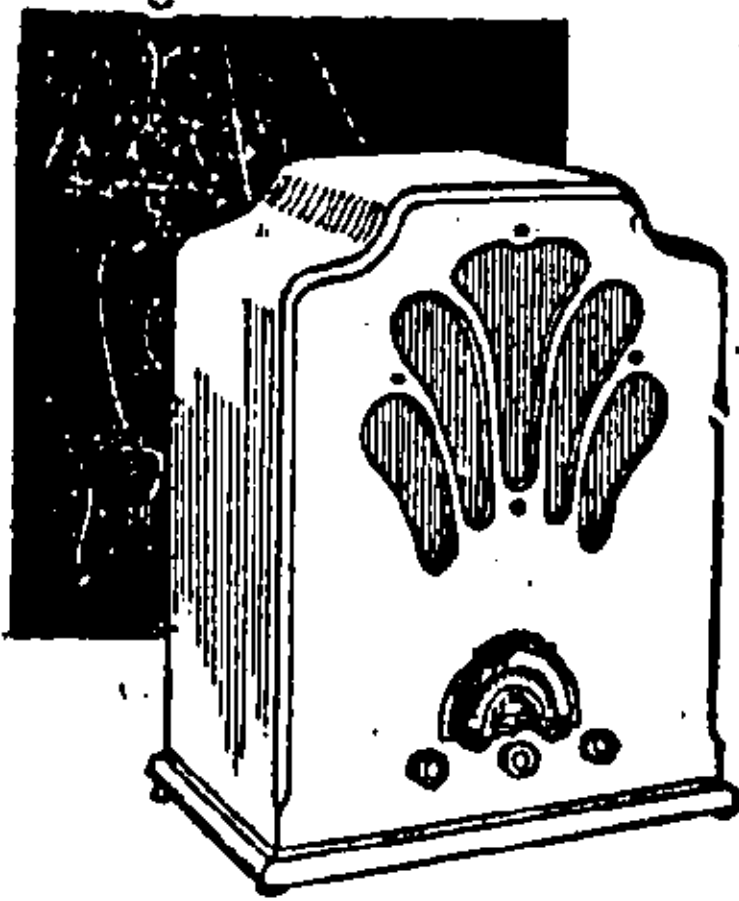




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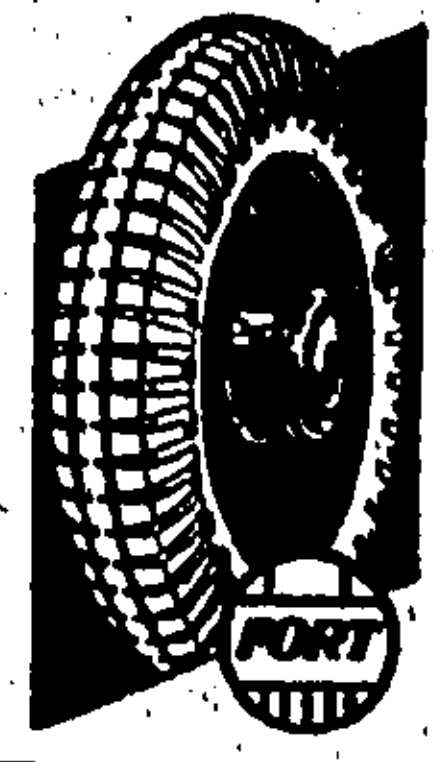
TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/5 1/16.

No. 28,022

HONG KONG, THURSDAY, FEBRUARY 4, 1932.

PRICE \$3.00 Per Month.

A type of
unique
construction
built for
those who
prefer
superlative
quality—



Fort
DUNLOP
The Tyre Incomparable

FAMOUS SHANGHAI GARDEN RESTAURANT DESTROYED.

HOSTILITIES START AGAIN NORTH STATION DEFENCES REPORTED DEMOLISHED

JAPANESE PLANE SHOT DOWN

JAPANESE INTEND TO OCCUPY
WOOSUNG — ATTACK LAUNCHED.

(From Our Own Correspondent.)

Shanghai, To-day.

British forces have taken over the mill posts from the Japanese marines, the former assuming responsibility for the safety of the mills, also for the Japanese remaining therein, thereby averting the possibility of a clash through two different forces having divided responsibilities in the same neighbourhood.

HOSTILITIES RENEWED.

A fleet of aeroplanes circling the city this morning signalled the commencement of hostilities. The Chinese defence line on the North Station front is reported to have been demolished after intensive bombardment. Numerous casualties have occurred.

CHINESE CLAIMS.

The Chinese are claiming that a Japanese plane has been shot down and the pilot killed, while a destroyer was sunk off Woosung, and two warships damaged and one disabled.

FAMOUS GARDEN RESTAURANT GUTTED.

The famous Japanese Rokusan Garden Restaurant at Chapei has been gutted by fire which destroyed all its precious articles, including art objects and calligraphs by notabilities. The waitresses and other employees immediately fled without changing their clothes.

RICE PRICES SOARING.

Rice prices are soaring and the value of the dollar is dwindling.

BANKS RE-OPEN.

Foreign style Chinese banks have re-opened, though purely native banks are still closed.

FIGHT TO FINISH.

The opinion grows that the Chinese and Japanese intend to fight to a finish.

CRUISERS ENGAGE FORTS.

Shanghai, To-day.

Japanese cruisers are now participating in the attack on the Woosung Forts which are under severe bombardment.

U.S. MARINES LAND.

Three hundred Marines from the U.S.S. Houston have been landed in Shanghai.

JAPANESE REINFORCEMENTS ON WAY.

According to a message from Tokyo a reliable report states that a Japanese Division is being sent to Shanghai. It is impossible to obtain confirmation from Japanese sources.—Reuter's Pacific Service.

APPEAL SOUGHT.

Goods Sold and
Delivered.

A further step in connection with an appeal against a judgment of the Puisse Judge, sitting in Summary Jurisdiction, was taken in the Supreme Court this morning, when the Full Court, comprising the Chief Justice (Sir Joseph H. Kemp, K.C.) and Mr. Justice R.E. Lindell granted extension of time for the making of application for leave to appeal.

The appellant in the case is Ip Tuen, of Tai Shing & Co., 147, Pailo Street, Shamshuipo, who was defendant in the original action

heard by the Puisse Judge, and the respondents (original plaintiffs) are the Kong Kwai Kee firm, of 111, Yu Chau Street, Shamshuipo. Plaintiffs claimed in the Summary Court the sum of \$325 for goods sold and delivered to the defendant, and after several hearings of the case, the Puisse Judge gave judgment for plaintiffs with costs, and it is against this decision that the defendant now seeks to appeal.

Counsel in the case are Mr. R. C. H. Lim (instructed by Mr. P. H. Sin) for defendant-appellant, and Mr. Leo d'Almada, Jun. (instructed by Mr. M. A. da Silva) for plaintiffs-respondents, and February 12 has been fixed as the date of hearing of Mr. Lim's application for leave to appeal and Mr. d'Almada's opposition.

BRITISH PREMIER'S EYE TROUBLE.

Undergoes Successful
Operation.
EXPRESSIONS OF SYMPATHY.

Rugby, Yesterday.
At the conclusion of a Cabinet meeting this morning, the Prime Minister left Downing Street to enter a nursing home for an operation to his left eye.

King and Queen Send Message of Sympathy.
Just before he left, accompanied by his son, Mr. Malcolm MacDonald, and the Under-Secretary of State for Dominion Affairs, the Prime Minister received a telegram from the King and the Queen expressing sympathy, interest and good wishes.

Dr. Bruening's Message.
Mr. MacDonald also received a telegram from Dr. Bruening, the German Chancellor, conveying sympathy and warmest wishes for the full success of the operation and a speedy recovery.

Bulletin.
A bulletin issued from No. 10, Downing Street, signed by his Oculist (Mr. Duke Elder) and Physician (Sir Thomas Horder) states:—

"Operation on Prime Minister's eye was undertaken successfully at 6 p.m. this evening."—British Wireless Service.

Successful Operation.
London, Yesterday.
An operation performed on Mr. Ramsay MacDonald's eye has been successful.—Reuter.

COMPANY REPORT.

H.K. Land Investment
and Agency Co., Ltd.

The forty-third report of the board of directors to the general meeting of shareholders to be held at the Offices of Messrs. Jardine, Matheson & Company, Limited, at noon on Tuesday, February 10, states:—

The Directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ended December 31, 1931.

The net profits for the year, after providing for all Directors' and auditors' fees amounted to \$1,175,680.99 which, with the amount brought forward from last year \$959,521.48, gives an amount available for division of \$2,135,182.47.

From this amount an interim dividend of \$2 per share on 299,280 shares (\$598,560) has already been paid, leaving a balance of \$1,536,622.47 available for appropriation, which it is proposed to deal with as follows:—

To pay a final dividend of \$2 per share on 299,280 shares	\$598,560.00
To pay a bonus to staff	10,000.00
To special repairs and renewals account	49,024.47
To rebuilding reserve account	200,000.00
To carry forward to a new Profit & Loss Account	678,792.00
Total	\$1,536,622.47

Directors.
Mr. J. E. Joseph having resigned on leaving the Colony, Mr. Felix A. Joseph was invited to join the Board. This appointment now requires confirmation.

Messrs. H. H. Priestley and A. H. White now retire by rotation—and, being eligible, offer themselves for re-election.

Auditors.
The accounts have been audited by Messrs. Percy Smith, Seth & Fleming and Messrs. Linstead & Davis, who now retire and offer themselves for re-election.

LINKING UP THE EMPIRE.

Experimental High-Speed Air Service.

AIR MINISTRY'S DECISION.

(Reuter's Special Service.)

London, Yesterday.
Dreams of a regular high-speed air-service to span the Empire from London to Sydney in seven days have taken a long step towards realisation by the Air Ministry's decision to order the immediate construction of an experimental air-express capable of a speed of 200 miles an hour with a load of nearly half a ton of mails.

The machine will be built on the lines of Air Force bombers. It will normally fly several thousand feet above the ground, moving with the help of elaborate navigational equipment by night as freely as by day.

MR. J. H. THOMAS'S HOUSE BURGLED.

Two Men Arrested

(Reuter's Special Service.)

London, Yesterday.
While Mr. J. H. Thomas is at Geneva attending the Disarmament Conference, thieves broke into his house at Dulwich, at present unoccupied, and situated only fifty yards from a Police Station which, happily, proved convenient, as two men were arrested by a constable as they were leaving the house.

MELLON SUCCEEDS DAWES.

U.S. Ambassador to
Britain.

Washington, Yesterday.

Mr. Andrew W. Mellon has accepted the U.S. Ambassadorship in London.—Reuter's American Service.

M2 LOCATED.

Off Portland Bill.

London, Yesterday.

The Admiralty announces that the sunken submarine M2 has been located 5.8 miles from Portland Bill.—Reuter.

DRIZZLE AND MIST.

The Royal Observatory's report this forenoon states:—

The anticyclone is central to the North of the Gulf of Pechili, moving E.N.E. Forecast:—E. winds, fresh; generally overcast, some drizzle or mist.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day — nil. Total since January 1—1.71 inches—deficit 1.71 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	62
Macao	61
Pratas Island	70
Manila	72
Foochow	59
Amoy	58
Chefoo	58
Shanghai	58

JAPAN REJECTS PROPOSALS

CHINESE NEW YEAR
TOLLS.

Cook Intimidated
by Bully.

SUCCESSFUL TRAP.

Alleged to be the leader of a gang which made a practice of extorting money from cooks and houseboys in the Tsim-tai-tai district, Lau Chung, an ex-constable, of No. 9, Man Fung Street, was, this morning, charged at the Kowloon Magistracy, with having demanded money with menaces from Lam Po, a cook, employed by Revenue Officer Humphreys, at Lock Road, Kowloon.

Trap Set.

Outlining the case, Sub-Inspector Elston said that as a result of a report made to the Police on February 2, he gave complainant \$1 note the number of which had been noted. The same day, he concealed himself together with other detectives, in Shanghai Street. Defendant was sitting on a box outside No. 60. Complainant appeared and an argument ensued, defendant rising from his seat. Complainant then walked away but returned after five minutes. The argument was again resumed, and complainant passed something to the defendant. The detectives rushed out and arrested defendant, who was found to have the marked dollar in his hand, also 20 copper cents.

Defendant's Story.

Defendant alleged that complainant borrowed a mah jongg set from him, and that the money was for the purpose of redeeming it, but as it was insufficient to pay for the redeeming fee, he refused to take it.

Break Your Bones!

Giving evidence, complainant said that defendant came to the door of the kitchen at his master's house. Immediately on opening the door, defendant said, "Have you any money? I want you to give me a dollar or two now." Complainant replied that he had no money, whereupon defendant went down into the street, and commenced to shout at complainant and use bad language, threatening to break his bones if he came down. Complainant then told defendant not to make a disturbance, and dropped a hit to him in which he said he would meet him that afternoon and pay him. They agreed to meet at the Ah Chau Barber's Shop. He then went to the Water Police Station and the trap was laid for defendant.

Questioned by the Magistrate, witness said he had previously met the man in Chatham Road, where he was introduced to him by another man.

Referring to the Ah Chau shop, S. I. Elston said it was similar in respect to the Post Office in Singapore, and Charing Cross Station, being a meeting place that was well known throughout the Colony. He further added that the fact that the defendant was outside the shop waiting was an indication that he was the leader of the gang.

Toll.

A list of names was found on the man, which defendant alleged was a Money Loan Association, but the prosecution were of the opinion that it was a list of names of people who had not paid their toll for Chinese New Year.

Concluding, Sub-Inspector Elston, asked His Worship to impose the heaviest possible penalty, and to recommend defendant for imprisonment.

A sentence of four months' imprisonment was imposed.

SIR JOHN SIMON MAKES A FURTHER STATEMENT

DELICATE SITUATION

DESTROYER SUNK—TWO WARSHIPS
DAMAGED AND ONE DISABLED.

Tokyo, To-day.

Mr. Yoshizawa has intimated that Japan is unable to accept the Powers' proposals in their present form, especially the fifth term, as Japan will never agree to outside intervention in Sino-Japanese negotiations for a settlement of the Manchurian controversies.

Mr. Yoshizawa stated that he intended to invite the British, French and Italian Ambassadors to-morrow to consider a modified proposal.—Reuter's Pacific Service.

The fifth term, to which so much exception is taken, reads thus:—

Upon acceptance of these conditions, prompt advances to be made in negotiation to settle all the outstanding controversies between the two nations in the spirit of the Pact of Paris and the resolutions of the League of Nations on November 9, without prior demand or observations, and with the aid of neutral observers or participants.

STATEMENT MADE TO BRITISH PARLIAMENT.

Rugby, Yesterday.

A further statement, regarding the situation in the Far East, was made to-day in the House of Commons by the Foreign Secretary (Sir John Simon).

He said that H.M.S. Berwick had arrived in Shanghai, and the disembarkation of the Argyll and Sutherland Highlanders and of a mountain battery of the Royal Artillery took place to-day.

"The situation in Shanghai remains very delicate. The latest information indicates that international Commanders are cordially co-operating in the work of maintaining order within the Settlement, and the position, in this respect, appears to be more satisfactory."

"His Majesty's Consul-General reports that the Municipal Police are beginning again to function in parts of the Japanese section of the International Settlement."

"On the other hand, I regret to have to confirm the fact that there was further fighting in Shanghai yesterday. Japanese reconnoitring aeroplanes were fired upon, and, thereafter, the Chinese position was subjected to heavy gun fire, but, as far as my information goes, the Japanese lines have not been advanced."

"The Japanese Consul-General in Shanghai has informed other Consular representatives that a Japanese destroyer squadron, when passing the Woosung Forts, at the mouth of the river, had been fired upon this morning and had returned fire, and that it was now intended to occupy Woosung."

"We still await full authoritative information."

five answers to representations made by the four Powers to the Japanese and Chinese Governments, and, in the meantime, I am convinced that it is highly desirable to give time for these good offices to have their undisturbed effect. I may say that there are grounds for hope that these are having a good result."—British Wireless Service.

JAPANESE TROOPS AT GATES OF HARBIN.

Chang Chun, Yesterday.
Japanese troops were reported on the outskirts of Harbin last evening, but the commander decided to await daylight before entering the city.—Reuter's Pacific Service.

EARL LYTTON SPEAKS.

On Commission's
Purpose.

DEAL WITH PERMANENT ISSUES.

London, Yesterday.
Earl Lytton, in an interview before embarking on the liner "Paris" at Plymouth, said the Commission was going out to deal with the permanent issues between China and Japan which were at the back of this immediate trouble. The Commission would open at Tokyo, but it would also visit China, Japan and Manchuria. The task before the Commission might take nine months, but he hoped the Commission's report would be ready in time for the September assembly of the League Council.—Reuter.

CUBAN 'QUAKE.

Exaggerated Reports
of Casualties.

New York, Yesterday.

Panic has been caused by exaggerated newspaper estimates of the casualties incurred in the earthquake at Santiago de Cuba.

Official estimate is 6 dead and 80 injured.—Reuter.

According to an earlier message, 2,000 were reported as dead.

The quake occurred at 1.50 o'clock, in the afternoon, on Wednesday, and, according to Havana newspaper, laid the town in ruins.

MOTORISTS THIS IS YOUR PAGE

WHERE RELIABILITY REALLY COUNTS.

An operator who guarantees the Fish Merchants whom he serves that he will make up the difference in prices the fish realise should it miss the early market, must have implicit faith in the vehicles he employs for his transport. Yet this is what a director of one of the largest firms of Fish Merchants and Trawler Owners, in Great Britain, does for his clients.

About twelve months ago he conceived the idea of organising a motor transport service to deal with his surplus traffic. In a test he carried out he found it was possible for a motor vehicle to load up to 10 o'clock at night and still arrive in time for the opening of the inland fish markets at 5 o'clock the following morning. A saving in freight charges was also effected, and the advantage gained of delivering the fish direct from the trawler to the market.

Three months later, the idea was put into practice and an A.E.C. oil-engined "Mammoth" placed on service. This vehicle is a special short wheelbase model built to comply with the regulations of the Dock Authorities.

The "Mammoth" is now doing runs totalling 1,800 miles per week, with peak loads. The fuel consumption works out at 10.8 m.p.g. Altogether the vehicle has covered 34,500 miles. There is no rest between runs; the vehicle does not wait for a return load. Immediately the fish is delivered, it returns post haste to Hull where another driver is waiting to take on the next load.

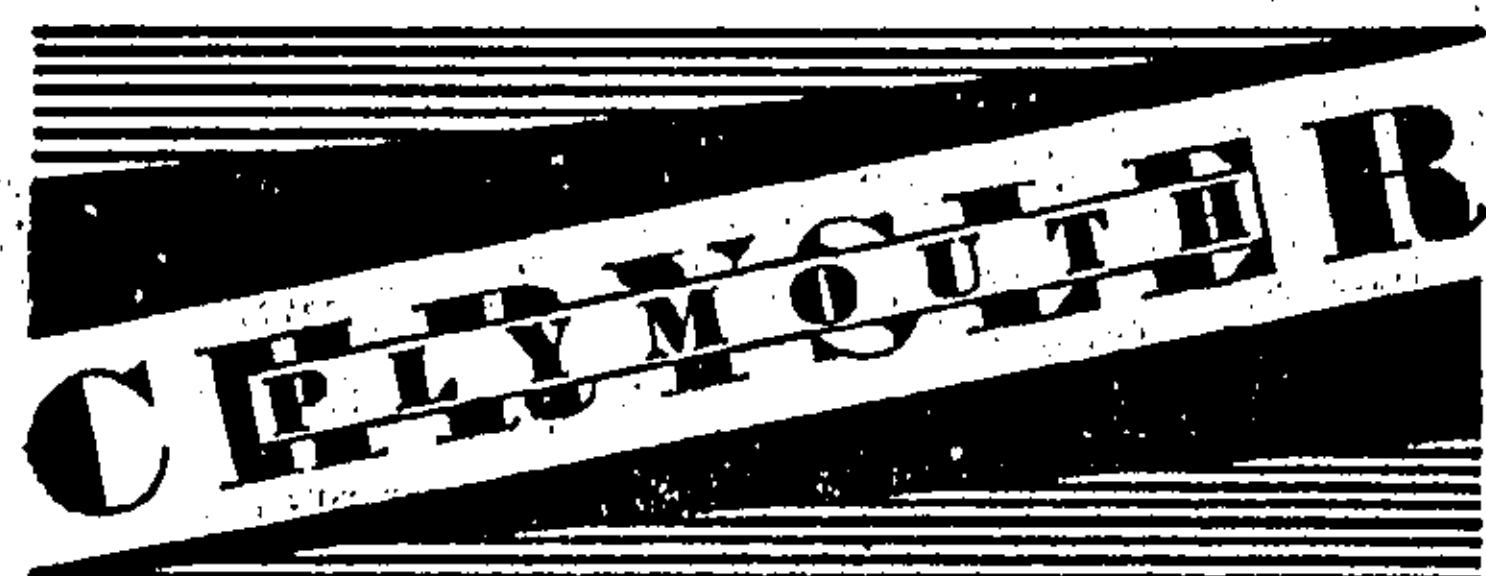
So well has the A.E.C. "Mammoth" proved its reliability under conditions which are, at the least, strenuous, that a repeat order for another oil-engined machine has been placed.

LARGE AIR FORCE ORDER.

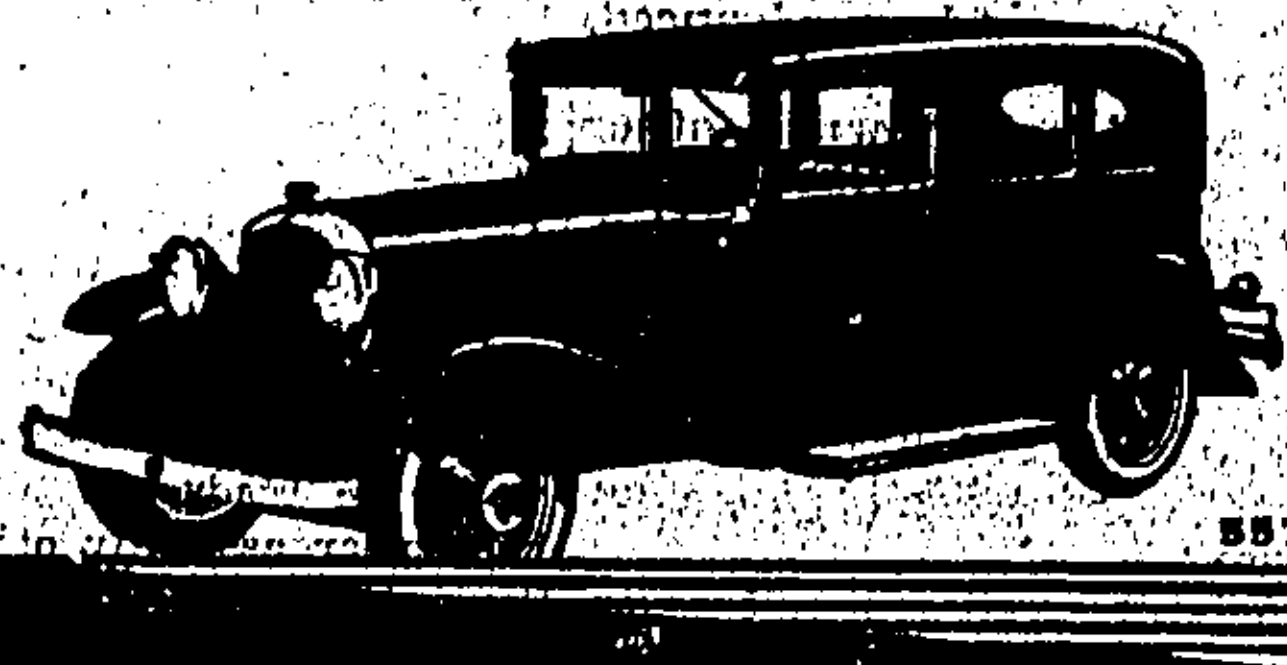
A new fleet of nine special khaki-finished Morris Isis touring models has been commissioned for use of the Royal Air Force in India.

These vehicles are similar to those which were supplied some months ago to the India Store Department.

Thousands of persons inspecting the new Chevrolet six have expressed surprise at the tremendous difference in body appearance caused by the two-inch longer wheelbase. With interiors completely redesigned and an added sweep to exterior lines, the "big car" effect both inside and out is much more pronounced than in any previous Chevrolet model.



THE NEW Chrysler-Plymouth delivers its power absolutely without vibration due to Floating Power, a new, exclusive development in engine suspension. Floating Power gives to the Chrysler-Plymouth the smoothness of an eight with the economy of a four.



CARS NOW ON DISPLAY AT
THE NATIONAL MOTOR CAR CO.

71, 73 & 75 Henbury Road, Wanchai.
Telephone 27014.

FORD'S RECORD.

Great Work in War Recalled.

In the heart of the Ford Motor Company's Rouge plant stands its largest single unit. It covers thirteen acres of ground and is to-day known as the General Assembly building. During the great war that same building was the nest in which Eagle boats were hatched. Here, in a period of four months, forty-three of these razor-nosed submarine destroyers were built and launched in the River Rouge to make their way under their own power to the sea. Now given over to the peaceful pursuits of industry, this building and the launching slip directly opposite, promise interest to those who visit the Rouge Plant.

The manufacture of the famous Eagles followed the Ford idea of construction. First, while the huge facilities were being run up along the River Rouge, a "sample chaser" was constructed at the company's Highland Park works, ten miles from water. Once built this model was knocked down and transported. The Rouge plant facilities made ready, the construction of the boats were made in the same manner as that pioneered by Ford in the building of automobiles. Each was constructed entirely of steel sheets. Parts were bent in shape and angles by huge presses. Rivet holes were punched—forty at a time. The keels of boats each more than 200 feet long, rested upon cars. These formed the assembly lines. The ships entered at one end from the fabrication building hardly more than a skeleton. They left at the other as completed vessels.

While the turning out of Eagles was the most heralded of Ford war-time achievements, another of equal importance was the providing of 5,000 tractors for Britain. By 1917 a food crisis threatened the British Isles. Not enough draft animals remained to do farm work. English factories were all engaged on munitions. At the request of the British Cabinet a cable asking aid was sent to Henry Ford. C. E. Sorensen, then in charge of tractor manufacture, was dispatched with complete drawings. But the lowest bid obtainable by the British Government proved to be \$1,500 per machine. Through the Ford company Sorensen offered to make 5,000 tractors in America at a cost of not to exceed \$700 each, with delivery to start within sixty days. The entire shipment went through in less than three months.

All cylinder forgings used by all

LATEST TANKERS.

The Anglo-American Oil Company has always been to the forefront in using petrol tankers for the bulk deliveries of Prattis High Test, and these not only by their almost graceful appearance direct attention to the produce they are carrying, but also often embody unorthodox ideas in tanker design.

Three vehicles mounted on A.E.C. 120 h.p. 6-wheel "Renown" chassis, have recently been put into operation.

The main feature of the sectional design is that it has longitudinal recesses the whole length of the tank, into which the rear wheels and the mudguards are lodged.

The tank is made in two separate units, the forward unit containing two 500-gallon compartments and the other unit containing three 500-gallon compartments, giving a total carrying capacity of 2,500 gallons.

Each compartment is fitted with a Steel Barrel Co.'s Patent self-closing foot valve, and a sump, which is so arranged that the tank would completely drain out if standing on the camber of the road on a steep hill, in either direction.

The tank is mounted on 10 steel feet, and between these and the chassis a rubber block of about 1½ ins. to 2 ins. is placed in order to minimise chassis vibration, and prevent this from being transmitted to the tank.

This is a very essential feature of design, as the tanks themselves are made of unusually thin plate, the bottom portion being ½ in. and the top 12 gauge.

The accommodation for carrying the hose pipes is arranged in the form of two tubes running through the tanks.

A BRITISH BUS WINS.

Another triumph for British engineering—this time in Denmark.

Practical tests of three new types of buses were recently carried out in Copenhagen, before drivers and members of the Tramways Department.

In the unofficial vote as to the comparative merits of the vehicles, of the 81 persons voting, 75 favoured the English vehicle, 3 the Danish, and 3 the German.

The winning bus was an A.E.C. 120 h.p. 6-wheel "Renown," similar to the three axle vehicles operated by the L.G.O.C. and several Corporations in Great Britain, but, in this instance, fitted with a Danish built body.

the plants in the United States that built Liberty motors were produced by Ford. Automotive methods of manufacture proved invaluable in reducing costs. For example, the contract price for cylinders was \$20, yet through improved methods this was lowered to \$12 and the contract changed to conform. Quantities of listening devices and 2,781,573 helmets were made. Better ways than were at first used gradually brought the cost of helmets from thirty to seven cents each. More than \$1,000,000 worth of work was done in the production of special devices for the British naval department. Three ton-tanks propelled by two synchronized Model T motors were manufactured and 80,548 cars delivered to the United States Government for ambulances, special delivery and other uses. Nearly 10,000 gun caissons were built.

All was set to make 8,000 six-ton tanks and 15,000 one-ton battle tanks when the armistice came. When peace arrived 7,000 Ford workers were represented on the largest service flag of any factory in America.

Throughout the war the Henry Ford Hospital was known as Military Hospital No. 88. But the war ended it did not cease to function as a haven for soldiers. In scores of cases when the government was powerless to assist because the soldiers were not directly traceable to service, men were nursed for, always in private rooms and in many instances for as long as a year after peace had been declared.

"SUPER-EXCELLENT SERVICE."

Messrs. Wolseley Motors (1927) Ltd., of Birmingham, have received the following letter from Mr. D. G. Ogilvie, Supervisor, The Farmer's Co-operative Auctioneering Co. Ltd., Auckland, New Zealand:—

"I would like to take this opportunity of expressing my appreciation of the very excellent service I am obtaining from my recent Overseas model Wolseley car, namely the 'Messenger.' Eighteen months ago this Company imported two Wolseley Messenger Sedan cars; one of these was purchased by the writer and has been run over 21,000 miles. The road conditions here are only fair, and often our main highways are not all concreted or bituminised, the road surfaces generally being much rougher than those obtaining in England.

"Up to date I have had no suggestion whatever of mechanical trouble, and apart from adjustments of a minor nature there has been no expense in the mechanical upkeep of the car. Petrol consumption averages slightly over 22 miles per gallon, while the oil consumption is also very moderate. I cannot express too highly my appreciation of the car and the super-excellent service it has rendered. The body is entirely without a rattle and is very much admired.

WAR OFFICE SIX-WHEELERS.

The British War Office has lately taken delivery from Morris Commercial Cars, Ltd., of Birmingham, of a fleet of six-wheeled saloons for use over undeveloped country.

These interesting new productions have power units of six cylinders developing over 70 h.p. and are easily capable of 60 m.p.h. on roads. The bodies conform generally to those of large saloon cars, the drivers and their assistants being partitioned off. Each model is equipped with two exceptionally roomy and comfortable bucket seats with arm rests, behind which in turn are to be found two corner auxiliary seats and ample luggage space. The main body, as well as the driver's compartment, possesses a near-and-off-side door, and in addition a wide rear door, making five doors in all.

Interior appointments are lavish, including folding tables for map reading, etc., and drop windows operated by lifts. Triplex safety glass is fitted throughout.

NEW HILLMAN VAN.

Of outstanding interest to those who require speedy, economical transport for light loads is the new Hillman 6-cwt. Light Van—a production which is designed to stand up to hard service with a bare minimum of attention and is capable of an unusually high road performance.

The chassis is on orthodox, and very modern, lines; it has a 4-cylinder, side-valve engine of 9.3 h.p. rating, with 3-bearing crankshaft; a 3-speed gearbox, 7ft. 8in. wheelbase and 4ft. track. The performance of the 6-cwt. Hillman Van is remarkably good; it is "lippy" to a degree, possesses excellent acceleration, and most economical to run.

A 19-year-old boy of Puers, Belgium, who had never left his native village, recently designed an airplane, every part of which, except the wheels, he himself built, and in which he travelled.

On his initial take-off he cleared the ground by six feet, flew around the village and descended safely.

AUSTRALIA'S NEWCOMER.

The 8 h.p. Morris Minor with side-valve engine ("the \$100 car") recently made its debut in Australia, to begin with in the territory of Queensland and the Northern Rivers operated by the Morris Distributors Messrs. Howard Motors Ltd., of Brisbane.

The car is claimed to be the most economical in the Commonwealth, both in initial outlay and upkeep, and has received a most encouraging reception.

Messrs. Howard Motors Ltd., who not long ago severed an almost twenty-five years' connection with foreign cars to handle British products, gave a dinner to all their Dealers in Morris cars and trucks, while a successful Morris Ball was organised by their staff. A tribute was paid at the dinner to the enterprise of Sir William R. Morris, Bt., in visiting Australia to ascertain her exact requirements in the way of motor transport.

MORE ALBIONS FOR MALAYA.

A fleet of very interesting Albions has recently been put into service in the Municipality of Malacca. The machines which are specially designed for the collection of night soil, are mounted on 28 in. x 3½ in. solid tyres so as to have the lowest possible loading line and are fitted with special bodies consisting of 24 compartments (12 opening on each side in two rows of six each) into which the containers can be inserted, each compartment having its own door. A platform for attendants is mounted behind the body. The chassis used as the basis of these waggonettes are Albions of the 30/35 cwt. types.

TO SET RECORD.

"Wizard" Smith in New Zealand.

London, December 30. Norman "Wizard" Smith has arrived in New Zealand with his \$42,000 car, the Fred H. Stewart "Enterprise," in which he is confident of beating the world's land speed record of 245,736 m.p.h. set up by Sir Malcolm Campbell at Daytona early this year.

Smith thinks that if he succeeds in substantially raising the figure, Sir Malcolm and Kaye Don will have to go to Ninety Mile Beach in order to regain the record as there is no other course suitable for the high speed which will be required. He is there now, preparing for his reckless run.

After many months of preparation, Smith's attempt, which will be the first of its kind in the Southern Hemisphere, will be made over the 13 mile stretch of sand on Ninety Mile Beach, Awanui.

A curiosity of the beach is that it is covered with tocheras, succulent shell-fish from which a famous New Zealand soup is made. Although it is claimed that motor racing will not greatly harm the tocheras beds, the Canning interests and the Maoris are much concerned about the future of the Tocheras in this area, and protests against motor racing have been made to the fisheries authorities.

When the tide is out the track is smooth and hard, there being no dips to allow the forming of streams.

All-British Car. The Enterprise, which was designed by Don Harkness, and constructed on lines similar to those of the "Golden Arrow," Sir Malcolm Campbell's Car, is an Em-

ARMoured CAR FLEET.

The Morris Distributors, Messrs. Barrow, Brown & Co., Ltd., of Bangkok, have delivered to the Siamese Ministry of War six armoured cars of the type "M.S.," built by Messrs. Vickers-Armstrong, Ltd., on two-ton Morris-Commercial six-wheeled chassis.

This fleet should form a useful adjunct to the many Morris-Commercial units already in the possession of the Siamese Army, which include forty 30-cwt. chassis axles, one having a special saloon body for use by the Minister of War and the General Staff.

pire production throughout. The engine is a special Napier Schneider trophy type loaned by the British Government, the wheels and tyres are of British manufacture, while the rest of the car, down to the smallest nut and bolt, is Australian material.

All arrangements for the attempt have been completed and a delicate photo-electric timing machine has been installed on the beach. It is estimated that Mr. Smith's time will be accurately recorded, no matter what speed he achieves, within ten seconds of the completion of his dash.

The timing will be controlled by beams of light projected across the track, connecting with an intricate recording machine, and as the car breaks the beam on commencing and finishing the mile stretch, the action will be registered and the time estimated.

Smith will take about eight miles to reach top speed, one mile to make his dash and eight miles to pull up, and, according to the regulations of the International Automobile Association, must make his return run within 30 minutes. Between 600 and 700 flags will be used to mark the track along the beach.

MOTOR ACCESSORIES HEADQUARTERS SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Everything you need for your Motor Car you can obtain it right in the heart of Town from us.

HERE ARE A FEW ITEMS YOU WILL NEED

SPARK PLUGS
MOTOR OILS
POLISHING WAX
REPAIR TOOLS
TUBE REPAIR PATCHES
STORAGE BATTERIES
TYRE VALVES
CIGARETTE LIGHTERS

LAMP BULBS
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SOME BRITISH CARS FOR 1932

"Family Eight."

This entirely new model has been introduced for the benefit of those welcoming all the economy of a low engine rating yet in need of rather more space than is afforded by the "Minor." The Morris "Family Eight" saloon represents a genuine four-seater, four-door body on a 91in. wheelbase, with sliding head, winding windows, and adjustable bucket-type front seats. The 8 h.p. overhead-valve unit has proved its stamina under every climate and condition. Riding comfort is assured by deep upholstery and long semi-elliptic springs, while hydraulic brakes and a rear petrol tank are other noteworthy features. A chromium finished radiator with pebble guard, a streamlined front and Magna wire wheels combine to make this a pleasantly conspicuous small car.

A "Family Eight" four-seater sports coupe with sliding head is also listed.

The Morris-Cowley.

The 1932 Morris-Cowley is an old friend in utterly new guise. The wonderfully reliable four-cylinder engine (now fitted with air filter and preheater) has been retained, but in conjunction with a new wide body on a new low downswep frame, affording at the same time improved clearance.

Six models are offered—a two-seater, a fixed or sliding head saloon, a five-door fixed head traveller's saloon (single-piece seats), and a sliding head coupe or sports coupe (adjustable bucket-type front seats).

Morris Major Six.

The sturdy chassis frame of the new "Major" is low and downswep, yet with improved clearance, the track has been increased to 52 inches, and a new wide body gives ample room for five adults. A four-speed gear-box with "twin-top" gears renders engine performance even more flexible, while instant check is provided by the power hydraulic brakes.

This surprising value in light "sixes" is offered in the shape of a fourer, a fixed or sliding head saloon (single piece front seats), and a four-seater sliding head coupe or sports coupe (adjustable bucket-type front seats).

Morris-Oxford Six.

The six-cylinder Morris-Oxford also possesses a new low frame with improved clearance, and with its streamlined body, chromium finished radiator, shutters and horn, Magna wire wheels, six window louvres, and attractive range of duotone finishes, presents an air of undeniable distinction. The new gear-box is of the four-speed "twin-top" variety, gear changing being made remarkably easy by means of a new large single-plate clutch. The track is 56 inches, and the wide body most luxuriously upholstered.

Three models are listed, all with sliding heads—a single-piece front seat saloon, and an adjustable bucket-type front seat four-seater coupe or sports coupe.

A GREAT EXPERIMENT.

It has been recognised that in the refusal to admit defeat lies one of the chief characteristics of the British peoples, and history in the past has recorded many examples of the manner in which Great Britain and the Empire has turned to good account the great opportunities which are the inevitable outcome of pressing problems.

The interwoven fabric of the World of the present day makes a progressive and economically sound British Empire a matter of world-wide concern, and it is true to say that in the evolution of Empire Economic Unity the Motor Industry of Great Britain has played an important part.

The New Year opens in a manner possibly unique even in the varied history of the British Commonwealth of Nations for it finds, for the first time, not only an appreciation of the immense potentialities of inter-Empire trade, but a definite line of action on the part of politicians to make possible a policy of Imperial reciprocity. In the duties levied already under the Abnormal Importations Act, aimed at preventing "dumping," one sees the first definite attempt to secure 100 per cent. British trade while in the Wheat Quota Scheme further evidence is provided of a desire to encourage and to stimulate the use

of British and Empire products. It is not too much to say that this month, when the British House of Commons reassembles, will herald a new era in Empire political and trade affairs, and that the year 1932 will see the wheels of commerce again moving in a powerful and irresistible forward drive of prosperity, possibly the greatest that the World has ever witnessed. To the British Motor Industry which has recognised and realised some of the benefits of a policy of Imperial reciprocity trade this new attempt to overcome the difficulties confronting Great Britain and the Empire by a policy, not of insular protection but of the wider development of Empire Trade, is a matter of immense importance for in the economic development of the Empire, which such a policy makes possible, the British motor vehicle will become an essential requirement.

In the London to Brighton Commemoration Run for Veteran Cars on November 15, a 1904 Humber driven by Mr. F. G. Randall, carrying five persons—one of whom was Sir George Bonner, the King's Remembrancer—put up an exceptionally good performance. Although "No. 52," and starting 28 minutes after the leader, it caught up the pilot car just outside Brighton and was officially credited with an average speed of 25.25 m.p.h. This car has covered 150,000

FAST TRANSPORT.

An A.E.C. "Majestic" box van operated by "Gran Empresa de Transportes Interurbanos" links up Cadiz, Seville and Madrid, and carries fresh fish nightly between the first and last towns—a total journey of 300 miles. Vehicles run in opposite directions with full loads at high speeds. In spite of big distances, hard roads and severe gradients, their unremitting punctuality has earned new business for the owners.

Another A.E.C. "Majestic" operated by E. Jimenez, well known in the capital for his transport service to Aranjuez and Valencia, brings to Madrid in the early morning, the fresh fruit which is such a feature of the Spanish luncheon table. The roads on which it runs are lined with fruit orchards, and this vehicle ensures rapid daily transport of the produce.

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of don'ts, varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil; it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

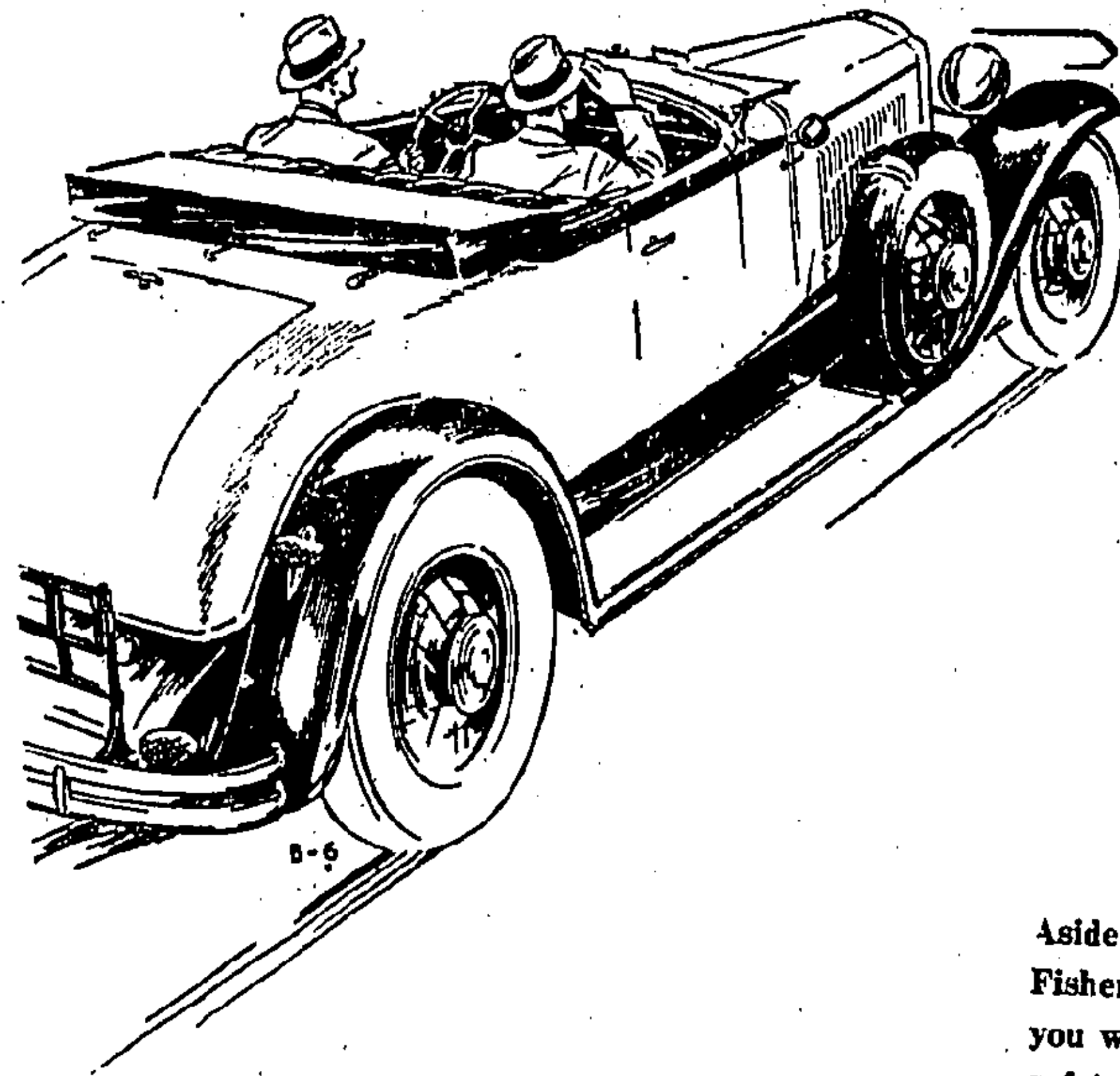
Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

Don't play with the adjustments on your car unless you know how to do it.

miles, and was in constant use up to 1927, when it was abandoned in the orchard of its owner—Mr. Copley de Lisle Hewitt, of Maidstone—and only resurrected in 1930. It is interesting to recall that after this prolonged exposure to the elements it started up at third turn on petrol which had remained in the tank all that time. It covered the journey to Brighton on top gear entirely (except for traffic stops) and generally behaved faultlessly throughout—strong testimony to the excellence of material and workmanship which have always been features of Humber cars.

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The Eight with
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Play safe in selecting your car. From any and all angles, you'll like The Eight as BUICK Builds It. They are real motor cars . . . the kind you have always wanted to own.

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ANOTHER STEP FORWARD.

That the British motor industry is leaving no stone unturned in its determined bid for overseas markets is still further evidenced by the news that a group of companies under the control of Sir William R. Morris, Bt., has established centralised subsidiary companies in India and South Africa.

These subsidiary companies, which will be located in Bombay and Cape Town, and known as Morris Industries (India), Ltd., and Morris Industries (South Africa) Proprietary, Ltd., respectively, began operations from September 1, and will organise the wholesale distribution in India and Burma, and South Africa and Rhodesia, of the products of Morris Motors, Ltd., Morris Commercial Cars, Ltd., and Wolseley Motors (1927), Ltd.

An important feature of their activities will be the carrying of large and comprehensive stocks of spare parts for Morris and Wolseley cars, and Morris-Commercial vehicles, thus ensuring for local owners the promptest service at the hands of the wide network of Distributors and Dealers already existing.

It is perhaps worthy of mention in the above connection that Sir William Morris's products are now being handled (for wholesale purposes only) through subsidiary Morris companies in the following territories:—Australia, Belgium, Brazil, Holland, India, Poland, Roumania, South Africa, and South America.

NEW ZEALAND SUCCESSES.

The following Morris and Wolseley successes were registered at a reliability trial recently conducted by the Auckland Automobile Association (petrol consumption being calculated on power-weight basis):—

1. A Wolseley Hornet gained more points than any other of its 45 competitors—985 out of a maximum of 1,000.
2. The "A" Class open event for small cars was won outright by a Morris Minor, receiving 966.9 points, awarded for various tests, including dependability and petrol consumption.
3. In the "B" Class open event the Wolseley Hornet gained full marks for petrol consumption (quantity).

M.G. MIDGET AND A MARSH.

The Morris Depot in Buenos Aires has received the following letter from the satisfied owner of an M.G. Midget 2-seater model:—

"I have pleasure in informing you of the great satisfaction I have experienced with the M.G. Midget on a recent trip to Rosario, a total distance of 850 kilometres over earth roads, of which 425 were completed under continuous rain, and over marshy roads, therefore putting the engine to a hard test. I recognise that this engine has been designed to run over tracks or very good roads, but I must say that on muddy roads this engine pulled wonderfully well, carrying three persons, three rifles and 1,500 cartridges at the rear.

"I will describe an incident I experienced on the way. About four or five kilometres from the town of Arceles the road became even worse, as it had just been filled in. Under these conditions we followed on for about 30 kilometres until our way was obstructed by a large bog (200 yards in length), in which several cars had stuck. We were advised not to pass; or if we should attempt to, to first tie a horse to our car to help us out. I consulted with my friends and on considering the results we had obtained on heavy and muddy roads, we decided to go through without assistance. I got out to cover the radiator with a sack, and then putting on first speed, we faced the bog. We had only another 10 metres to go, but a car obstructed the track. Those watching our manoeuvres thought that if we stopped we would not be able to start off again. However, I put into first gear again, turned and accelerated and came out of the bog easily. From the other side of the swamp we were cheered.

Accelerating my car, I started for Buenos Aires, covering the distance in a really good time considering the road conditions."

equalled by any other car in the class, the actual mileage being 49.5 m.p.g.; and a Morris-Oxford was second out of the entire field with 27.5 points per gallon. In the "B" Class open event the Wolseley Hornet gained full marks for petrol consumption (quantity).

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A. Goetz & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56283.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg., Tel. 22255.
MICHELIN TYRES.—A. Goetz & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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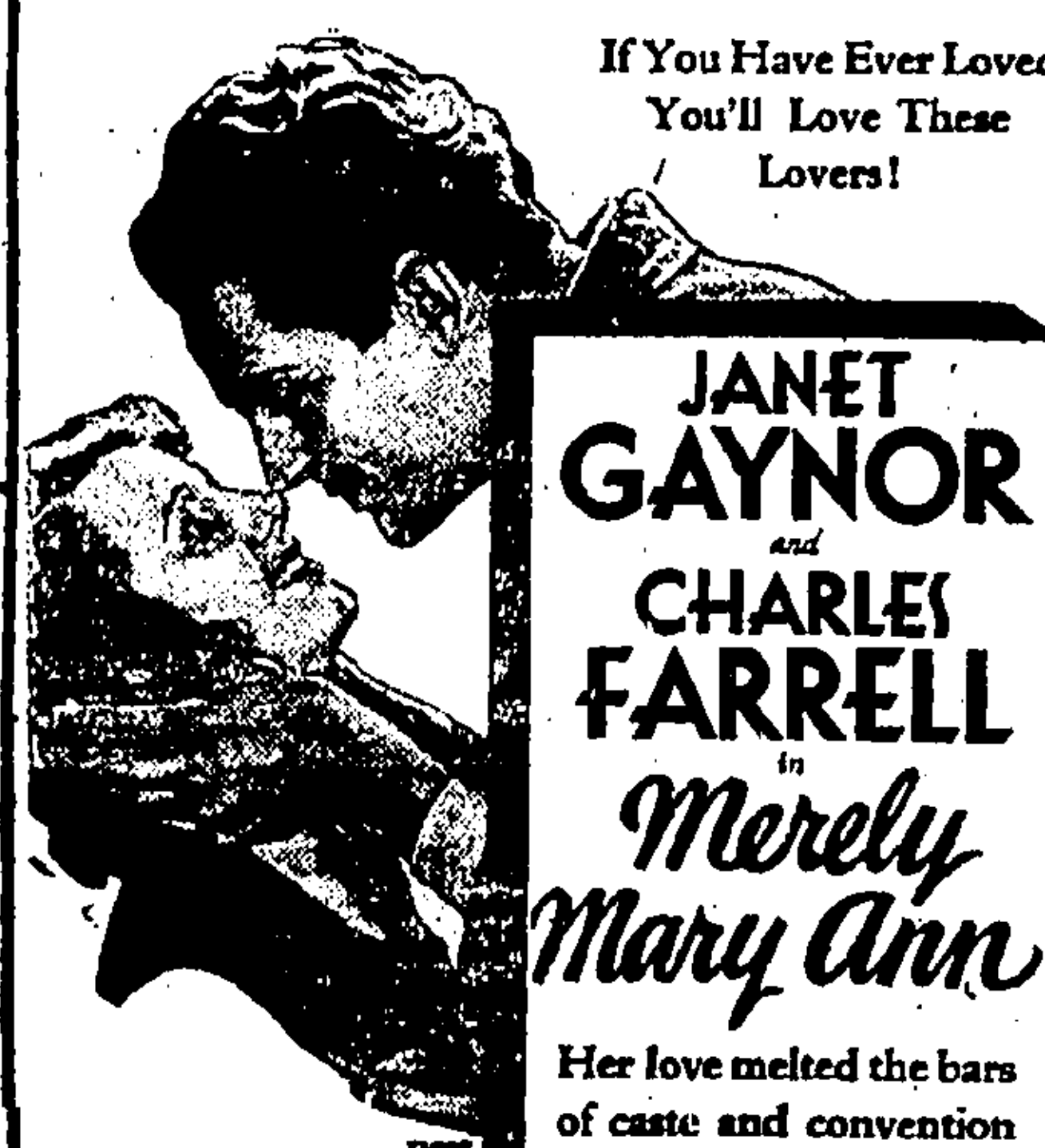
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CHARLES FARRELL
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of caste and convention
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BIRMINGHAM AND BURY VICTORIES.

Queen of South's Fight in Scottish Cup.

THIRD ROUND DRAW.

London, Yesterday.
The following were the results of matches played in the English League to-day:

First Division.
Birmingham 3 Blackpool 0
Second Division.
Bury 3 Southampton 0

SCOTTISH CUP.

Second Round Replays.
Dundee U. 1 Queen of S. 1
(after extra time.)

Partick 5 Boness 1
King's Park 1 Airdrieonians 3

Third Round Draw.

The draw for the Third Round of the Scottish Cup to be played on February 13 is as follows:

Clyde v. St. Bernard's
Dundee U. or Queen of S. v. Kilmarnock
Hearts v. Rangers
Motherwell v. Celtic

The following have received a bye into the fourth round: Airdrieonians, Partick, Dunfermline and Hamilton.—Reuter.

RECREIO DEFEAT JATS SECONDS.

A.A.R. Botelho Plays A Brilliant Game.

SPLENDID COMBINATION.

Showing much improved combination in their forward line the Club de Recreio yesterday afternoon defeated the 3/9 Jats second eleven by three goals to one in a fast and interesting game of hockey on the home ground at King's Park.

The Recreio scored first through J. A. Soares, the Indians replying through their centre-forward, making the scores level at half-time. In the second half, Roza Pereira netted for the Recreio, who had matters much their own way. Towards the end Lopes, on the left wing, scored the Recreio's third goal with a beautiful shot from an almost impossible angle.

For the Recreio, A. A. R. Botelho, at centre-half back, played a brilliant game, and was the means of spoiling many good movements in the Jats' forward line. The Recreio forwards combined very well, and impressed with their short passing movements. The Jats, though individually the better team, could not compete with the Recreio combination.

KOWLOON TEAMS FOR SATURDAY.

League Football.

The following have been selected to represent the Kowloon Football Club against St. Joseph's on the K.F.C. ground on Saturday at 4.15 p.m.: Gurevitch; London, Martin; Bliss, McKelvie, Duncan; Demmy, Hedley, Gifford, Hill, Eastman.

Kowloon Seconds.

The following will represent the Kowloon Football Club second eleven against the Hong Kong Football Club on the H.K.F.C. ground on Saturday at 2.45 p.m.: Fowler; G. White, Wells; Everest, Whitfield, Greenberg; Nicholls, Cotton, J. White, Blake, Phillips. Reserves: Rousseau and Noonan.

KOWLOON GOLF.

The following is the preliminary draw for the "Fear" Cup to be played over 36 holes, medal play, on Sunday, February 7:—

W. Hyde v. T. J. Price.
L. Jack v. A. C. Sinton.
G. E. L. Johnson v. P. Knight.
E. P. Murphy v. G. H. Russell.
P. W. J. Planner v. W. C. Simpson.
J. D. Thomson v. A. T. Bralley.
A. Eastman v. G. D. Reid.
J. McKelvie v. R. H. Mundy.
A. A. Lopes v. W. Graves.
A. Laughton v. H. T. Buxton.
J. Pooler v. J. Gellatly.
H. G. Dinale v. W. Taylor.
W. J. Woolley v. E. R. Price.
The entry list will remain open until noon on Saturday, the 6th inst.; any additional entries received will be dealt with at that hour.
A time list is posted in the club house; times may be reserved.

SIMPLE RECIPE FOR SUCCESS WITH YOUR GOLF SWING

(By Harry Vardon.)

During recent times, amazing diverting it to another, which in masses of instruction have been turn means making the swing written on the subject of the golf swing. To say that every small detail of the human anatomy has been given its part to play in the production of the correct sweep of the club is to dismiss the industry of experts very lightly.

Every detail has been given a dozen different parts to play by a dozen different people, many of them with reputations in first-class golf. No other phase of sport or pastime has been the theme of such voluminous advice as this, and I sometimes wonder what can have happened to individuals who have tried to put it all into practice.

The average club member who has no expectation of becoming a champion, even though he may harbour to himself the hope of drawing near to the scratch mark, does best when he concentrates his attention on a few salient points. In my experience, it is only a few that constitute the fundamentals on which the efficient swing is established.

First of all, it is necessary to practise for a quarter of an hour or so as often as possible, and for this purpose, I recommend playing full

The ordinary player does not want that. Only a genius at the game is likely to evolve success from it. When the adept of the flat swing has taken the club three-quarters of the way up, he is on the same track as the equally efficient golfer who has reached that stage by a reasonably upright swing. I firmly believe that this is so in the case of the prominent Americans who are known as flat swingers. But what has the average player to gain by embarking upon such unnecessary complications?

I have lost none of my life-long faith that the first and greatest essential of the golf swing is to keep the head still from the moment the club starts to move back until the ball has been struck. I am aware that a good many people have tried to prove that this chief article of my creed is wrong.

They have contended that it is impossible to keep the head still while making anything like a full swing. This, at any rate, is a false conception, as I have proved by putting my own head to the test for every kind of shot, and by watching the heads of other players, writes Harry Vardon in the Sports Dispatch.

It has also been remarked that several very good golfers—Alexander Herd, for example—shift their heads considerably. It can only be said that they are laws unto themselves. They possess the natural gift of recovering their body-balance when bringing the club down after having lost it in the up swing. Certainly not one player in a thousand can depend upon doing that.

Never Mind Geniuses.

It is agreed by every expert that perfect body balance is vital to the success of the shot. Indeed, I should say that lack of it among the rank and file of golfers is the cause of more bad shots than all the other faults put together. How can a person whose poise is wrong hope to hit the ball truly?

And I am convinced that the best way for the ordinary mortal to promote the desired condition is to focus his attention on keeping his head still. There is no other simple way. It is hypercritical, and not at all helpful, to proclaim that some first-class players move their heads a little, and that one or two others do it quite a lot.

Very likely they would be the better for the absence of it, and, in any case, they possess that confidence and experience which enables them to take liberties of the kind that recoil upon less-practised individuals.

So I recommend the seeker of improvement to forget many abstruse theories that he may have tried to absorb, and get back to this scheme of keeping the head still until ball has been sent on its way.

Bearing that in mind, and standing in a comfortably relaxed manner (stiffness of the muscles is a severe handicap) the player has first to move the club-face away from the ball with the left hand.

I am aware that slow-moving pictures show that in most good golfers, the club-face goes back square to the line of play for several inches, the hands dragging it back and apparently leading the club-head. I doubt whether anybody could hope to achieve such a position deliberately, and the wisest thing, I think, is for the ordinary player to feel that he is turning the club-face very slightly from the ball with the left hand. It seems natural, and what is disclosed in the moving pictures will probably come naturally of it, as in my own case.

Now, before we discuss any more of the swing, let the player try these two little things: the still head and the first movement of the club—try the club on one track and then

Our Sports Diary.

HOCKEY—To-morrow—Hong Kong Club II. v. Y.M.C.A. at King's Park at 5 p.m.; Incognitos v. St. Andrew's Club at Caroline Hill.

GOLF—To-day—Completion of Fourth Round of Taggart Cup (Ladies).
To-morrow—Completion of 2nd Round of Ladies' Championship.

CRICKET—Saturday—Hong Kong C.C. v. United Services; Craigengower C.C. v. Indian R.C. (F.); Second Division—Police v. Kowloon C.C. (L.); University v. Hong Kong C.C. (F.).

FOOTBALL—Saturday—First Division—Borderers v. Police; Club v. Navy; St. Joseph's v. Kowloon; Second Division—University v. Navy; Club v. Kowloon; 12th Battery v. Borderers; Third Division—R.E. v. Recreio; Borderers v. Radio; Chinese League—South China "A" v. Yee Woo; Sung Ching v. South China "B".

shots from a tee with a brassie. Except for the slightly-lofted face, the brassie is—or should be—the same as the driver, and that small degree of loft makes the shot a little easier, which is an asset to the person who is striving for improvement.

It helps to assure him that he will hit the ball up into the air all right, and once he has gained that confidence, he ought to turn with equal faith to his straight-faced driver.

Nowadays, a good many people try to cultivate a flat swing of the kind that was popular in Scotland thirty or forty years ago. That is to say, they start the club back more or less round the legs, and only begin definitely to raise it when they cannot keep it flat any longer.

The First Essential.

A small number of golfers may be born to it. Others discipline themselves to it in their early youth because they take their example from some local celebrity who illustrates it. With this early application, they have a chance of making a success of it.

But, apart from my own lengthy trials with it, and watching those of other people, I submit as a matter of common sense that it cannot be best for the vast majority of golfers. The reason is that it makes start-

MAJESTIC

TO-DAY & TO-MORROW—AT 2.30, 5.20, 7.20 & 9.20 P.M.



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TRUST HIM!

PAUL LUKAS, KAY FRANCIS

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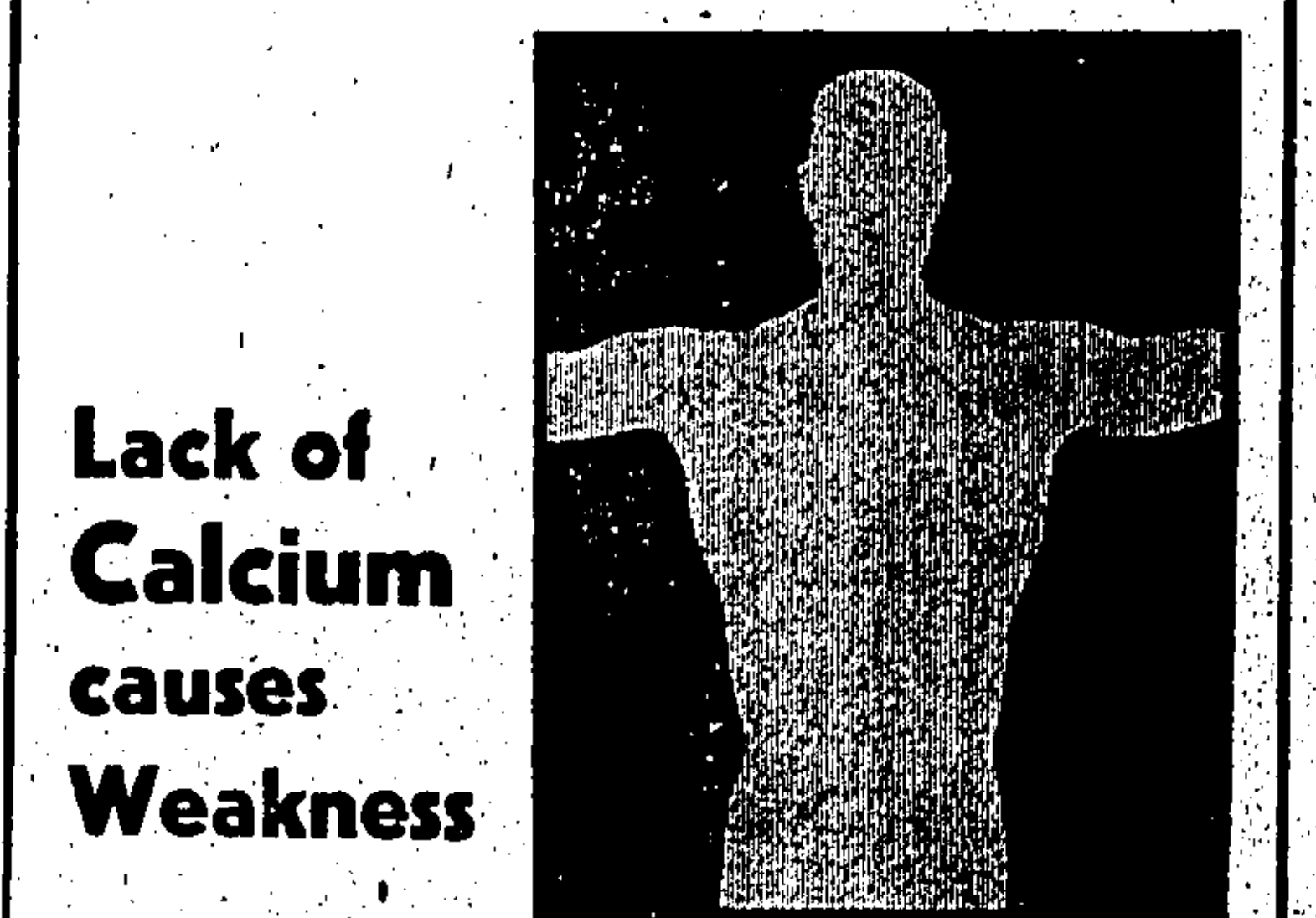
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PRICE: — \$2 per dinner per head.

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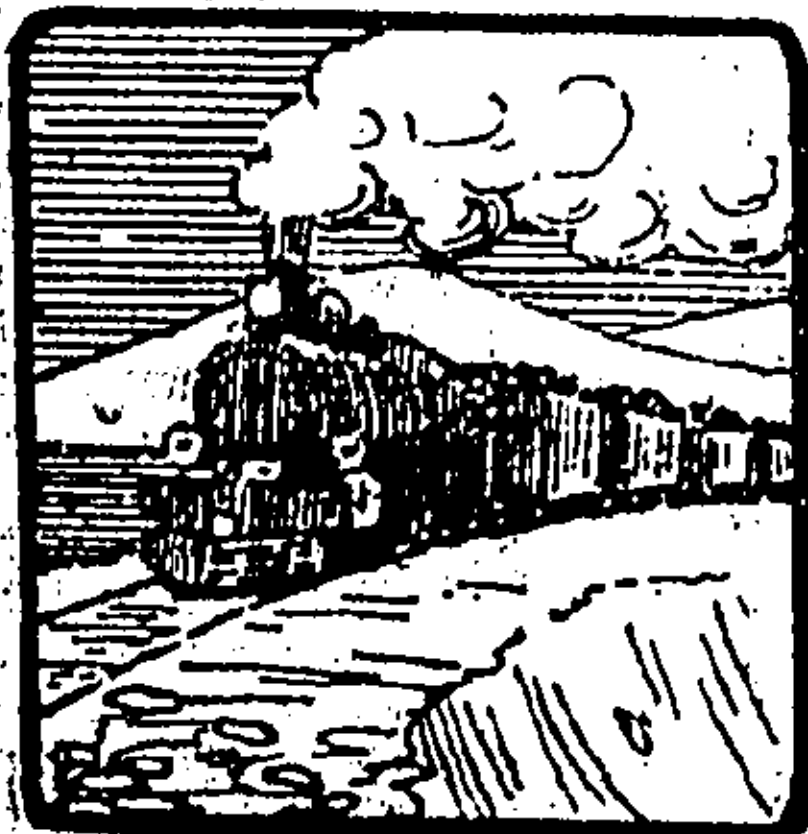
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ROUND HONG KONG'S CINEMA THEATRES

MAIL REVIEWERS.

"THE LOCKED DOOR."

The all-talking production, "The Locked Door," is now playing at the Star Theatre and is in every way an excellent film, with a well balanced cast, headed by Rod La Rocque, star of "Let Us Be Gay," and Barbara Stanwyck, who does good work in "Ten Cents a Dance."

La Rocque is ideally cast as a suave and nasty homebreaker—a man with a terrible reputation. His movements lead a dramatic confession by him in order to save the girl's husband. William Boyd, as Lawrence Reagan, and Betty Bronson, as Reagan's sister, both do fine work, and the supporting cast, which includes Harry Stubbs, Harry Mestayer, Mack Swain, Zasu Pitts and George Bunny, act capably. Barbara Stanwyck, in the role of Ann Carter, is splendid.

OFFICIAL SOURCES.

"THE VIRTUOUS SIN."

Finesse of characterisation, dramatic moods and an introspective treatment of human impulses collectively constituting the passion called love, make "The Virtuous Sin," which is now showing at the King's Theatre, an entertainment barrage of exceptional power.

Walter Huston, who did memorable work in "The Virginian," as Trampas, and the main character in D. W. Griffith's "Lincoln," moves a step nearer the distinctive purple canopy of impressive character study so adroitly managed by stars of the Chaney and Jannings type. As the iron man of action who becomes a putty puppet under the emotional spell of Miss Francis, he contrives to be consistent and convincing without ever a mawkish moment.

Miss Francis chalks up another victory for the kind of sex appeal that fascinates like a calm and deep stream; and for another thing, she makes an unusual departure from her customary coiffure—you girls will be interested in that. Kenneth McKenna is good as the third angle of the triangle.

"THE SAP FROM SYRACUSE."

There is a "human interest" set in one of the sequences of Jack Oakie's newest picture, "The Sap from Syracuse" which is being shown at the Central Theatre.

The "human interest" qualification was bestowed upon this set by a group of newspaper men who visited the Paramount New York studio while the picture was in the making. Since journalists are considered to be authorities on the humanities, the qualification in this case clings.

Neither pretentious nor novel, the set attracted widespread interest at the studio, and during their visit, the newsmen made four trips to this particular scene. Each time their interest grew, and after regarding it in rapt silence for several minutes, they chorused a deep sigh, a philosophical "Oh, well!" and walked away.

When Dan Doran, property man at the studio, received the order for the requirements of the set it read: "The Old Brass Rail."

Scotchies: Haig and Haig, John Dewar, John Jameson, White Horse, Peter Dawson, Perfection, Black and White, King George. Ryes: Old Durham, Three Feather, Old Overholt, Old Crow, Wilson, Mount Vernon, Hunter, Gin: Steninhager, Piccadilly, Geneva, Gibery Dry, Gordon Dry.

"A FREE SOUL."

A modern exponent of to-day, Norma Shearer reveals a close-up of her hands in her latest Metro-

Goldwyn-Mayer starring picture, "A Free Soul," which is returning to the Queen's Theatre to-day in a background scene which draws attention to their supple limberness.

Out-of-door exercises achieve this vital quality, while a few simple rules on her schedule provide the velvety softness. This routine includes the use of a hand soap which softens and cleanses at the same time. A lotion, rubbed into the hands and arms before bedtime, gives the necessary nourishment, while a weekly manicure keeps the nails in their short and rounded appearance.

"MERELY MARY ANN."

If office work were interesting, the screen would never have had a Janet Gaynor, whose latest Fox picture, "Merely Mary Ann," in which she is co-starred with Charles Farrell, opens next Saturday at the King's Theatre.

The titian-haired actress, who to-day ranks as popular vote throughout the country as its favourite star, began her career as a filing clerk in a San Francisco shoe store in the Polytechnic High School in that city.

"There must be something I can do that's more exciting than this," she murmured one Saturday afternoon. Forthwith she handed in her resignation, and promptly got a job as an usherette at the California Theatre, then San Francisco's finest picture house.

Ushering proved more interesting than filing letters, but the opportunity of watching the parade of screen players on the silver sheet in turn led her to consider the possibilities of going to Hollywood herself. And just before Christmas, 1924, she sent in her second, and last, resignation, and boarded the train that carried her to filmland and the brilliant career that awaited her.

"CHARLEY'S AUNT."

Books, plays and pictures about British life have always held a lure for the American public. The British mode of living—his philosophy of life—his leisurely manner is in direct contrast to the hustle and (Continued at foot of next column.)

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NOTICE.

CHINESE NEW YEAR HOLIDAYS

Our store will be closed to public business from SATURDAY, 6th February, 1932, to MONDAY, 8th February, 1932, inclusive.

Our store will re-open on TUESDAY, 9th February, 1932, when business will be as usual.

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bustle of American existence. The British have learned the art of living nonchalantly—of catering to their comforts and well being. The American finds relaxation perhaps in imagining himself in the Briton's place. He derives a vicarious pleasure from the other's experiences.

The British drawing room drama has enjoyed a sensational vogue on the American stage and screen. Equally successful is the British farce. Plays like "The Bird in Hand," "The Better 'Ole" and "Aren't We All," were tremendously popular. Of strictly British theme and atmosphere, is "Charley's Aunt," the Columbia picture, produced by Christie, starring Charlie Ruggles, coming to the Central Theatre on Saturday. The story centres about life at Oxford University. The cast includes June Collyer and Hugh Williams.

"SIDEWALKS OF NEW YORK."

Buster Keaton can't seem to get along without his pal, Chas. Edwards. "Sidewalks of New York," Keaton's newest comedy, which will open to-morrow at the Queen's Theatre, is the third Keaton talk in succession in which Edwards has been given a featured role. The previous two were "Dough Boys" and "Parlour, Bedroom and Bath." His latest part with the Bronx-faced Metro-Goldwyn-Mayer comedian is as the amusing valet, Fogg, who tries to help his master out of a variety of difficulties, but who succeeds in making matters worse.



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DAIRY FARM NEWS

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The China Mail.

Hong Kong, Thursday, Feb. 4, 1932.

Future of Music.

Recent criticisms of broadcasting programmes, coupled with the announcement of the Chopin and Song Recital by Mr. and Mrs. A. Bowes-Smith in the Helena May Institute this evening, serve as a peg on which to hang a few rambling observations. A well-known musician, suggesting that the rising generation are educated to listen rather than perform, has been saying that the days of the piano as an individual instrument are numbered. Superseded by pianola, gramophone, and loud speaker, the amateur pianist in the home, he declares, need no longer expect a hearing. As for the professional, mechanical and broadcast music threaten to crowd the concert hall out of existence. Thus, prematurely, people who visualise progress as a destructive rather than a constructive force, relegate the piano to obsolescence and, ultimately, the scrap heap.

As a practical musician, however, M. Leff Pouishnoff, the noted Russian concert and broadcasting pianist, remains firmly convinced that the piano can never lose its place in musical life nor its hold upon the affections of the people. Take, first, the indisputable, self-evident fact that the piano remains the only instrument that is entirely self-contained. To the performer it offers every essential of music—all the elements of harmony and melody. The organ alone commands the wider range of musical expressions. But the organ is not accessible to the average man, and an organist needs either human or mechanical co-operation before he can wake his instrument to life.

From an educational standpoint, the piano is unrivalled. Its technique is sufficiently simple to enable the ordinary man with no special gift to play acceptably for his own pleasure and the enjoyment of others. Studying the piano, a young musician can learn to grasp the scope and range of other instruments and musical

forms. And to the music lover, coming his score before concert or opera; the wireless enthusiast, eager to refresh memories of an enjoyable evening's entertainment, the piano is a true and valued friend.

Admittedly, the piano trade, in common with other industries, is experiencing a temporary slump. Yet, in this connection, it is, M. Pouishnoff thinks, important to remember that human nature is seeking novelty, and that, during the past forty years, the form and structure of the piano have changed comparatively little. Musical science, on the other hand, has made immense strides. Wireless, player-pianos, and continuous improvements in the standard of gramophones and recording, will shortly vie with perfected movietone and phonofilm processes for popular favour.

Overshadowed by sensational novelties, the piano, as an individual instrument, has inevitably suffered temporary eclipse. Yet to the pianist the vision of the future seems full of promise. For is it likely that manufacturers would flood the market with one musical invention after another did they not realise the ever-increasing public demand for music in some shape or form? Far from threatening the future piano, these novel types of musical expression have given it a new and powerful hold on existence. For what music lover, born, or educated by his gramophone or loud speaker, will remain content with reproduction all his days? His enjoyment of home music must inevitably whet his appetite for first-hand experience, his desire to see and hear favourite artists in the flesh. Admittedly, reproduced music remains imperfect. At best, gramophone recordings and broadcast recitals are little more than shadows of reality.

However much a music lover may appreciate broadcast and recorded performances, he will surely come to realise the far greater satisfaction that first-hand music can give. Undoubtedly, the trend of modern civilisation is to discourage the majority from doing anything that other people or mechanical

devices can be persuaded to do for them. But psychologists recognise this as a phase that must pass. For the impulse towards self-expression is, perhaps, the most potent of natural instincts.

As people grow to realise that music, which wireless and the gramophone have brought, for the first time, within their reach, soothes and satisfies an innate mental hunger, so will ever-increasing numbers become conscious of the urge to seek self-expression in music of their own making. Here the piano, self-contained, economical, easily accessible, must come into its kingdom. And here, also, will song recitals by local artistes and by visiting celebrities always justify all the favourable criticisms showered upon them in the Colony.

News in Brief.

Two cases of diphtheria and one of typhoid fever were notified yesterday.

The lowest open air temperature yesterday up to 4 p.m. was 63 degrees. The humidity was 81 at 10 a.m. and 79 at 4 p.m.

The management of the Hong Kong & Shanghai Hotels announces that for the special Carnival Dinner, to be held in the Peninsula Hotel to-morrow night, they have engaged the services of some talented Chinese lady dancers as an added attraction.

The Garrison Lecture Hall, Wellington Barracks, was the scene of an animated gathering last night when about 100 couples spent an enjoyable evening on the occasion of a dance organised by the Chief and Petty Officers of H.M.S. Cumberland. The ship's Jazz Band supplied the music.

A submission that there was no evidence against his client was made by Mr. F. H. Loseby before Mr. W. Schofield at the Central Police Court yesterday afternoon when appearing for the first of six Chinese charged with obtaining goods by fraud other than false pretences. The case was again adjourned until February 10.

Further evidence was given yesterday afternoon when Chau Pang, Wong Tok, Li Lam, Mak Iu and Chan Pui were again before Mr. Fraser at the Kowloon Magistracy on charges of having made unlawful exactions from hawkers. The last three defendants, who were constables in Kowloon, were additionally charged with misconducting themselves as Police Officers. The hearing was again adjourned.

RARE MONKEYS.

Specimens Secured by the Aquarium.

The Hong Kong Aquarium have just obtained from the jungles of Java a red and black Lion Head monkey. This animal is very rare and is extremely difficult to catch. The specimen in the Aquarium is not yet two years old and has the distinction of being the first Lion Head monkey to be shown here.

They have also obtained two Gibbon monkeys. One is a great big black one, who is over three years old. The other is a baby of the grey species.

The management of the Aquarium are making a special reduced price of 20 cents for the Chinese New Year holidays, starting on Saturday morning and ending on Tuesday night. The Aquarium will be opened each day from 9 a.m. to 10 p.m.

STOP-PRESS

Tokyo, To-day. Vice-Admiral Nomura is sailing at 1 p.m. for Shanghai to take up the command of the newly-formed Third Fleet comprising all Japanese units in China waters from Shanghai southward.

GIRL GUIDES MOVEMENT.

Broadcast Address by Mrs. Southorn.

WORLD-WIDE POWER.

In the course of an interesting broadcast address on Girl Guides last night, Mrs. Southorn, wife of the Colonial Secretary, said:

Guiding is an inspiration. All of us, young or old, need in this world some "vision splendid" by which to keep our hearts beating high and our eyes lifted up to the hills. The everyday routine of life even when we are young is apt to make us get into a groove and to be limited in our outlook, our friendship and our interests. But Guiding opens a door to friendship with all the world. One cannot help feeling that much of the international trouble arises from want of contact. Guiding strives to unite girlhood all over the world in friendship and understanding. At the International Guide Conference held in Hungary in 1928, representatives of twenty-eight foreign countries and British Overseas Dominions met in the common bond. Lord and Lady Baden Powell, who are the Chief Scout and the Chief Guide of the World, rule a kingdom larger than any king or queen. At the Danish Jamboree the flags of thirty nations were dipped to Lord Baden Powell—an honour unique throughout the world's history.

Barriers Broken Down.

If you travel twice round the world as I have done, you will find that wherever you meet a Guide you meet a friend. All the preliminaries of acquaintanceship, which sometimes take so much time before barriers are broken down, are bridged by the Guide links. My kind hostess in Japan, the charming girl who shampooed my hair on board an Empress boat, the pretty Norwegian manicurist in Montreal, the wife of the Governor-General of Canada, my delightful hostess in Quebec, the pleasant neighbour in the Swiss Hotel—all were in and of the Guide Movement and brought their quota of friendliness to add pleasure to one's wanderings. I can remember numbers of chance meetings with Guides—the Guide response, the keen interest. "You come from China?" Oh, tell us about it. Are there Chinese Guides? We'd love to meet them." The roots of Guiding strike deep into the hearts of nations—deeper than many realise. Foxlease—the beautiful home and grounds in Hampshire, given to the Guide Movement by an American lady, is the rendezvous of Guides from all over the world for training and recreation. And now in Switzerland the gift of a Chalet has added to the chances for international meetings and friendliness.

A Striking Instance.

One of the most striking instances of the world-wide power of Guiding came to my notice in Ceylon many years ago. One of the Guide Captains went over to South India for a holiday. While there—it was Christmas time—she went to a party given at a Leprosy Home. The Guide Captain wore the Guide trefol badge and to her amazement a young Indian girl afflicted with leprosy came up to her and said: "I see you are a Guide, I was a Guide once." There were tears in her eyes and my friend was deeply moved. The girl had been to a school where Guiding was a very flourishing part of the training. There she had developed leprosy and everything was changed. The Guide Captain kept in touch with the girl, they corresponded and my friend sent her books. Guiding once again brought fresh interests into the girl's life, and I believe eventually she was cured and able to go out into the world again.

Guiding can reach a girl at all points of her life and wherever she may be. She can begin as a Brownie at the age of 7, learning at that early age "to lend a hand" to the lady in her person, to be friendly to others, to take an interest in all that life, or learn to set a table, to tell a story, and to knit and sew. The knitting and sewing of the Brownies shown at the Rally recently held under the kind auspices of Lady Peel at the Government House, would have astonished many kind-hearted people with "Ivory." What is the use of Guiding and Brownies?

SHADOWS BEFORE.

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Tea Dances at Hong Kong Hotel and King's Restaurant; Dinner Dances at Peninsula, and Hong-Kong Hotels.

To-morrow—Tea Dances at Hong Kong Hotel and King's Restaurant; Carnival Dinner Dances at Hong Kong, Peninsula and Repulse Bay Hotels; Dinner Dance at King's Restaurant.

Entertainments.

To-day—King's Theatre: "The Virtuous Sin."

To-day—Queen's Theatre: "A Free Soul."

To-day—Central Theatre: "Sap from Syracuse."

To-day—Majestic Theatre: "The Vice Squad."

To-day—Star Theatre: "Locked Door."

To-day—Hampton's Circus, opposite Peninsula Hotel, Kowloon.

Home Mails.

To-morrow—Inward from Europe via Negapatam (Ratori Maru); Outwards for Europe via Marseilles (Terukuni Maru), 6 p.m.

LOCAL SHARE MARKET.

Another Quiet Session Reported.

RATES STILL UNALTERED.

The official summary issued by the Stock Exchange to-day states: After the morning session yesterday, more enquiry for some of the smaller counters was in evidence, but this morning the market was again quiet, with no change in rates.

Buyers.

Douglases\$24
Bengtuas\$11 1/2
Venz. Goldfields\$2
Chinese Estates\$95
Singapore Tractions\$3/-
Mackintosh\$19

Sellers.

Indo-China (Pref)\$45
Indo-China (Def)\$32
Rauba\$39
Malabons\$38
S. C. Enterprises\$10

INDIANS AT LAW.

Plaintiff Not Entitled To Accounts.

A POINT RESERVED.

After considerable argument throughout yesterday, the Chief Justice (Sir Joseph H. Kemp, K.C.), held that the plaintiff in the Indian partnership dispute case was not entitled to accounts, but reserved judgment as to the amount due to him and costs.

Mr. F. C. Jenkin, K.C. (instructed by Messrs. Russ & Co.) was for the plaintiff, Rattanchand Jaramdas, silk merchant of China Building, whilst Mr. Eldon Potter, K.C., with Mr. Leo d'Almada, Jun. (instructed by Mr. Leo d'Almada, sen.) represented the defendants, Prithamas Hashmatrai and Utomai Thadani, of 25, Wyndham Street. In this action the plaintiff claimed on an agreement made in January, 1929, by which he lent money to the defendants, then trading as Jhural & Co., silk merchants, Wyndham Street, that he was entitled to a statement of accounts of the profits of Jhural & Co., payment of the amount found due to him (he alleged that under the agreement he was to get 20 per cent. of the profits of Jhural & Co., and six per cent. interest on his money), and further and other relief, and costs of the action.

To-day's Thought.

Happiness is in being and not in having.

Ten Years Ago.

(From the "China Mail," 24 February, 1922.)

To-day's dollar is worth 2/3 1/2. In spite of the present labour conditions, it is reported to hold the rate, and on Thursday, February 3, at the Bank of China, the dollar was quoted at 2/3 1/2. The dollar is worth 2/3 1/2. In spite of the present labour conditions, it is reported to hold the rate, and on Thursday, February 3, at the Bank of China, the dollar was quoted at 2/3 1/2.

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M.V. COL DI LANA (cargo boat)	Feb. 14 (p.m.)	Feb. 14 (p.m.)
S.S. MONCALIERI (cargo boat)	Feb. 8 (p.m.)	Feb. 13 (p.m.)
* S.S. CONTE ROSSO (passenger boat)	Mar. 4 (p.m.)	Mar. 13 (p.m.)

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ASAMA MARU	Wednesday, 24th February.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 1st March.
HIYE MARU	Tuesday, 29th March.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
TERUKUNI MARU	Saturday, 6th Feb. 10 a.m.
HAKUSAN MARU	Saturday, 20th February.
SYDNEY & MELBOURNE via Manila & Ports.	
KITANO MARU	Saturday, 27th February.
ATSUTA MARU	Saturday, 28th March.
MANILA.	
ASAMA MARU	Thursday, 18th February.
BOMBAY via Singapore, Penang, & Colombo.	
IYO MARU	Tuesday, 9th February.
TOTTORI MARU	Monday, 29th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
BOKUYO MARU	Sunday, 14th February.
NEW YORK, BOSTON via Panama.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	
DELGOA MARU	Wednesday, 17th February.
CALCUTTA via Singapore, Penang & Rangoon.	
MALACCA MARU	Monday, 8th February.
AKITA MARU	Monday, 15th February.
SHANGHAI, KOBE & YOKOHAMA	
LIMA MARU	Wednesday, 17th February.
ATSUTA MARU (Nagasaki direct)	Friday, 19th February.
KASHIMA MARU	Saturday, 20th February.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban, Capetown, Mombasa & Zanzibar.	Buenos Aires Maru	Thurs., 11th Feb.
DAR-ES-SALAAM, BEIRA, LOURENÇO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN.	Arizona Maru	Mon., 7th Mar.
THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.		
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Melbourne Maru	Thurs., 4th Feb.
JAPAN PORTS (Frequent Services).	Sydney Maru	Sat., 5th Mar.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Burma Maru	Mon., 8th Feb.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Atlas Maru	Mon., 8th Feb.
BOMBAY via Singapore, Belawan Deli & Colombo.		
CALCUTTA via Singapore, Penang & Rangoon.	Shunko Maru	Thurs., 18th Feb.
HAIPHONG via Hobei.	Honolulu Maru	Tues., 19th Feb.
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Menado Maru	Sat., 8th Feb.
JAPAN PORTS via Takao & Keelung.	Canton Maru	Sun., 14th Feb.
TAKAO via Swatow & Amoy (Fortnightly).	Panama Maru	Sat., 8th Feb.
	Deli Maru	Thurs., 11th Feb.

For further particulars please apply to:
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ARRIVALS OF SHIPS.

Tuesday, February 2.
Benmohr, British str., 3,751 tons, Capt. Sinclair, from Singapore, Kowloon Wharf.—Gibb, Livingston & Co.
Wednesday, February 3.
Carnarvonshire, British str., 5,955 tons, Capt. H. S. Gulleton, from Singapore, Kowloon Wharf.—J. M. & Co.
Chekiang, British str., 1,313 tons, Capt. A. N. Taylor, from Amoy, buoy No. B15.—B. & S.

Cheongshing, British str., 1,253 tons, Capt. D. S. Pathick, from Canton, buoy No. B2.—J. M. & Co.
Haiyang, British str., 1,363 tons, Capt. Erwin, from Swatow, Douglas Wharf.—Douglas & Co.

Herbjorn, Norwegian str., 4,767 tons, Capt. A. Klostveds, from San Pedro, North Point.—A.P.C.
Hong Hwa, British str., 1,924 tons, Capt. H. G. Hay, from Swatow, buoy No. A16.—Ho Thong & Co.

Hozan Maru, Japanese str., 1,383 tons, Capt. T. Kawamata, from Swatow, O.S.K. Wharf.—O.S.K.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Koromiko, British str., 1,541 tons, Capt. E. Jones, from Swatow, Yaumati Anchorage.—Sze Wai & Co.
Kwaisang, British str., 1,435 tons, Capt. P. Jowitt, from Swatow, West Point Wharf.—J. M. & Co.

Persaus, British str., 6,335 tons, Capt. J. Davis, from Singapore, Holt's Wharf.—B. & S.
Sunning, British str., 1,570 tons, Capt. J. Robinson, from Canton, buoy No. B14.—B. & S.

Tjinegara, Dutch str., 5,782 tons, Capt. P. Welde, from Muntok, buoy No. A1.—J.C.C.L.

CLEARANCES.

Wednesday, February 3.
Corona, for Canton.
Hong Hwa, for Singapore.
Hopsang, for Canton.
Hulehew, for Canton.
Kanchow, for Shanghai.
Kwaisang, for Canton.
Liangchow, for Saigon.
Lyeemoo, for Singapore.
Ryssel Maru, for Dairen.
Sunning, for Swatow.
Tai Poo Sek, for K.C. Wan.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12h. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

February 4 to 10, 1932.

Date	High Water	Low Water	Standard Ht.	Standard Ht.
	Times	Times		
Thurs. 4	09 59 43 02 42 0.8	19 42 7.5 12 46 0.8		
Fri. 5	10 24 4.5 08 20 0.8	20 30 7.7 13 40 0.7		
Sat. 6	10 50 4.6 08 55 0.4	21 14 7.8 14 25 0.5		
Sun. 7	11 15 4.8 04 26 0.8	21 50 7.8 15 10 0.8		
Mon. 8	11 40 4.9 04 55 0.8	22 28 7.6 15 50 0.2		
Tues. 9	12 09 5.0 05 22 1.1	23 00 7.1 16 31 0.1		
Wed. 10	12 34 5.0 05 49 1.4	23 31 6.5 17 12 0.1		

YESTERDAY'S SOLUTION.

1-Untie	2-Untie	3-Untie	4-Untie	5-Untie	6-Untie	7-Untie	8-Untie	9-Untie	10-Untie
11-Untie	12-Untie	13-Untie	14-Untie	15-Untie	16-Untie	17-Untie	18-Untie	19-Untie	20-Untie
21-Untie	22-Untie	23-Untie	24-Untie	25-Untie	26-Untie	27-Untie	28-Untie	29-Untie	30-Untie
31-Untie	32-Untie	33-Untie	34-Untie	35-Untie	36-Untie	37-Untie	38-Untie	39-Untie	40-Untie
41-Untie	42-Untie	43-Untie	44-Untie	45-Untie	46-Untie	47-Untie	48-Untie	49-Untie	50-Untie

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bruce—In dock.
Cornflower—North arm.
Cumberland—West wall.
Herald—East wall.
Hermes—No. 1 buoy.
Keppel—No. 7 buoy.
Marazion—North wall.
Medway and Subs.—No. 2 buoy.
Odin—North arm.

Oslia—North arm.
Pandora—In dock.
Protesus—In dock.
Tamar—Basin.
Tarantula—South wall.
Verity—No. 12 buoy.
Whitehall—East wall.
Wild Swan—No. 12 buoy.
Wishart—No. 18 buoy.
Foreign Men-of-War.
Adamastor—Portuguese cruiser.
Gold Star—American transport.
Stewart—American destroyer.

POST OFFICE NOTICE.

CHINESE NEW YEAR HOLIDAYS.

On Saturday, February 6, the General Post Office and Branch Post Offices will be entirely closed, and on Monday, February 8, the General Post Office and the Branch Post Offices will be open from 8 a.m. to 9 a.m.

On Saturday, there will be no collection from the pillar boxes and no delivery by postmen, but ordinary correspondence may be obtained at the back entrance of the General Post Office.

On Monday, there will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

INWARD MAILS.

THURSDAY, FEBRUARY 4.	FRIDAY, FEBRUARY 5.
Australia and Manila	President Madison
Europe via Negapatam (Letters and Papers, London, Jan. 7)	Katori Maru
Japan and Shanghai	Terukuni Maru

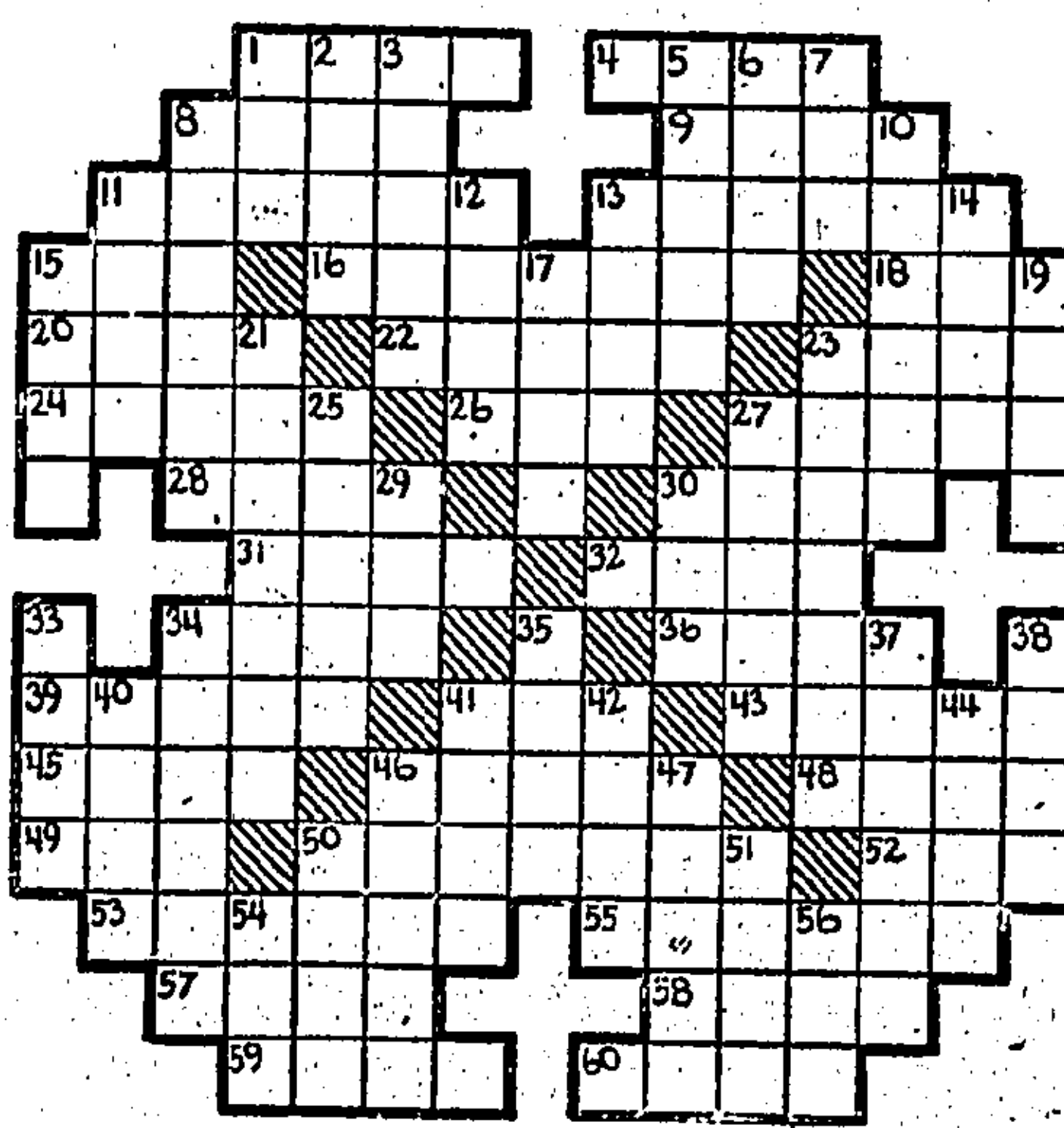
OUTWARD MAILS.

THURSDAY, FEBRUARY 4.	Melbourne Maru
Australia and New Zealand via Brisbane	(Due Brisbane, Feb. 17.)
	Parcels Feb. 4, 2 p.m.
	Registration 2.45 p.m.
	Letters 3.30 p.m.
Saigon	Haidis 3 p.m.
Samshui and Wuchow	Tai Hing 4 p.m.
Amoy	Tjinegara 5 p.m.
Bangkok	Graciosa 5 p.m.

*Superscribed correspondence only.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plov, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Untie	43-Hoard	14-To fasten
4-Clip	45-To invade suddenly	15-A gem
8-Large wooded plant	46-Showered	17-Accomplishes
9-Support on North shore of Aegean sea, Greece	48-A banking jest	18-Having height
11-Ornamented	49-To take leave (abbr.)	21-Horrified
12-Parting to Queen Mary of England	50-Awakens	23-Checks
15-Lyric poem	52-Highest note of Guido's scale	25-Negotiate
16-Last forever (Archaic)	53-A seaman	27-Sounds in relation to pitch
18-Small rug	55-Three in one, said of the Goodhead	28-Lace fabric
20-Writing implement (pl.)	57-Christmas (abbr.)	30-Domestic animal
22-Tumult	58-Crowd	33-Yahole
23-A continent	59-Plunder	34-A delicate twining plant
24-Architect (abbr.)	60-Domesticated	35-Country of S. America
26-Born		37-Speaks
27-Mischiefous dwarf (Folklore)		38-Greek letter
28-The artist of a ship		40-A rodent (pl.)
30-A vegetable		41-Those in want
31-A letter (pl.)		42-Hall
32-Papillous		44-Vat
34-A game of cards		45-Mot power
36-Examine		47-Combining form
38-A light steel pole		48-Hall
39-16th century		49-Combining form
41-Prey		50-Combining form

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

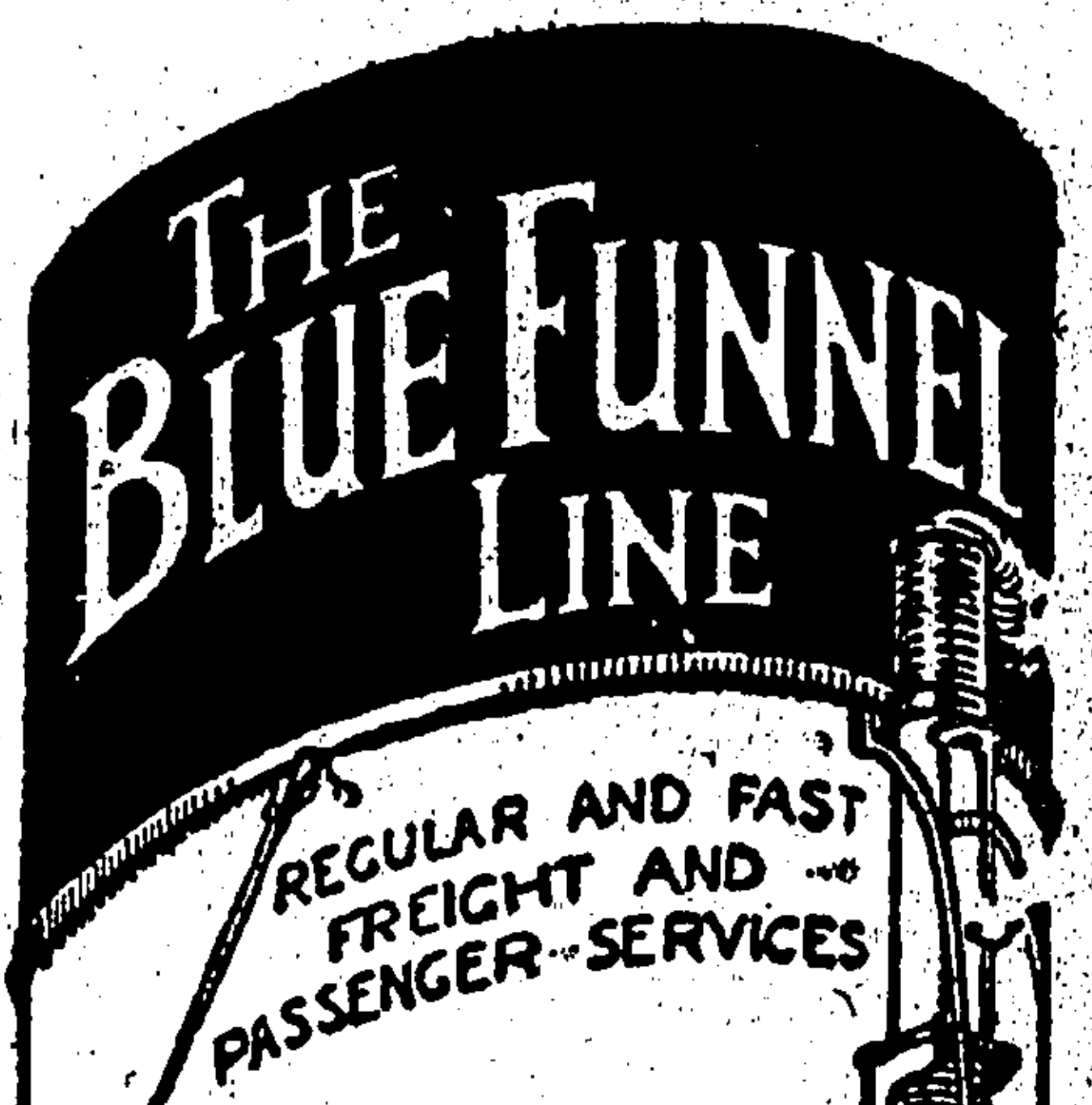
"ONE SEEING IS WORTH A HUNDRED TELLINGS" MEANS TRAVELLING "EMPRESS"

SIZE SPEED SPACE LUXURY.

Emp. of Canada	Feb. 20	Feb. 23	Feb. 26	Feb. 27	Mar. 2	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 23	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 18	Apr. 21	Apr. 24	Apr. 26	Apr. 29	May 2	May 5	May 8	May 11	May 13	May 15	May 18	May 21	May 24	May 26	May 28	June 4	June 10
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 23	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 18	Apr. 21	Apr. 24	Apr. 26	Apr. 29	May 2	May 5	May 8	May 11	May 13	May 15	May 18	May 21	May 24	May 26	May 28	June 4	June 10				

Empress of Russia
Sails 5 P.M.
MONDAY, FEBRUARY 8
for
MANILA
ASK FOR OUR
NEW LOW FARES
TO PACIFIC COAST.
CANADIAN
PACIFIC

Telephones: Passenger Dept. 20752. Freight 20042.



LONDON SERVICE.

"AENEAS" 10th Feb. For Marseilles, L'don, B'dam and Glasgow.
"MENELAUS" 1st Mar. For Marseilles, Genoa, London, Rotterdam and Hamburg.

LIVERPOOL SERVICE.

"DOLUS" 20th Feb. For Port Said, Haifa, Liverpool & Glasgow.
"AGAMEMNON" 5th Mar. For Port Said, Liverpool, Haifa & Glasgow.

NEW YORK SERVICE.

"PHEBUS" 8th Feb. For Boston, New York, & Baltimore via Philadelphia, Port of Spain, and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"PROTESILAIOS" 13th Feb. For Victoria, Vancouver and Seattle.
"IXION" 10th Mar. For Victoria, Vancouver and Seattle.

INWARD SERVICE.

"SARPEDON" Due 7th Feb. For Shanghai, Tientsin and Dairen.
"MENESTHEUS" Due 7th Feb. From New York.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undermentioned.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,
Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE, TAIPING (each 10 days).

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BAZAR SHOP, EUROPEAN AND STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Home Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7/10 RETURN.

LONDON (via Australia) from £100.15.0.

(Australasian Agency of Ltd.)

Home via Australia, Town—S.S. "Changtiao" 20th February.

Opening of the Sydney Harbour Bridge and activities.

Detailed Itinerary on application. Fare £100.15.0 Return.

Also to Sydney only and return. High weeks including hotel.

Steamship Agency of Ltd.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn	From Hong Kong About	Destination.
*ALIPORE *KASHMIR	5,300 9,000	1932. 8th Feb. 13th Feb.	Straits, Colombo & Bombay. Marseilles, London, Rotterdam, Ant- werp & Hull.
NALDERA *SOUDAN	16,000 9,800	27th Feb. 5th Mar.	Bombay, Marseilles & London. Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE RAJPUTANA *BURDWAN	15,000 17,000 6,600	12th Mar. 26th Mar. 2nd Apr.	Marseilles & London. Bombay, Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CORFU RAWALPINDI RANPURA *SOMALI	15,000 17,000 17,000 9,800	9th Apr. 23rd Apr. 7th May 14th May	Marseilles & London. Bombay, Marseilles & London. Bombay, Marseilles & London. Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL RANCHI *BANGALORE	15,000 17,000 6,600	21st May 4th June 11th June	Bombay, Marseilles & London. Bombay, Marseilles & London. Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA KAISAR-I-HIND RAJPUTANA MANTUA *SOUDAN	16,000 12,000 17,000 11,000 9,800	18th June 2nd July 10th July 30th July 6th Aug.	Bombay, Marseilles & London. Bombay, Marseilles & London. Bombay, Marseilles & London. Bombay, Marseilles & London. Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI RANPURA MALWA	17,000 17,000 11,000	13th Aug. 27th Aug. 10th Sept.	Bombay, Marseilles & London. Bombay, Marseilles & London. Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti. §Calls Karachi.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA SIRDHANA TILAWA	8,000 8,000 10,000	9th Feb. 23rd Feb. 6th Mar.	Singapore, Penang & Calcutta.
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B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA NANKIN NELLORE	7,000 7,000 7,000	4th Mar. 2nd Apr. 30th Apr.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
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Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—18 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	7,000	6th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
*KIDDERPORE	5,800	8th Feb.	Shanghai, Moji & Kobe.
TILAWA	10,000	12th Feb.	Amoy, Shanghai, Moji, Kobe & Osaka.
CARTHAGE	16,000	12th Feb.	Shanghai, Kobe & Yokohama.
*BURDWAN	6,600	21st Feb.	Amoy, Shanghai, Moji, Kobe & Yokohama.
SANTHIA	9,000	26th Feb.	Amoy, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	26th Feb.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Mar.	Shanghai, Kobe, Osaka & Yama.
TALMA	10,000	11th Mar.	Amoy, Shanghai, Moji, Kobe & Osaka.
CORFU	15,000	11th Mar.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
*SOMALI	9,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	7th Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	16,000	21st Apr.	Shanghai, Kobe & Yokohama.
*BANGALORE	6,600	28th Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	5th May	Shanghai, Kobe & Yokohama.
NALDERA	16,000	19th May	Shanghai, Moji, Kobe & Yokohama.
KAISAR-I-HIND	12,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	16th June	Shanghai, Kobe & Yokohama.
*SOUDAN	9,800	28th June	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Pumps. Louvre System.
Steamers on London and Australian Lines are fitted with Lambdries.
Passes measuring not more than 5 ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
F. & C. Building, Connaught Rd. C., Hong Kong. Agents.

GONDOLAS GO MODERN MOTOR CRAFT TURN MIAMI BEACH INTO VENICE.

Gondola riding, which, as every-
one knows, is an old Venetian cus-
tom, has become a popular pastime
along the picturesque inland water-
ways of Miami Beach with the re-
cent motorisation of these colourful
little craft of ancient lineage.
Decked in brilliant colours, the purr
of their small inboard motors hard-
ly heard above the swish of palm
fronds, the tiny craft glide through
hotel and residential sections, day
and night, with cargoes of visitors.
The 20 century American gondolier
has forsaken the flowing sash of his
Venetian brother and has adopted
instead of a natty seaman's outfit.
He stands on the rear deck of his
Italian cruiser, much the same as the
Italian gondolier, but in his hand is
an extended helm and under his
foot an accelerator.
He can drive his charge at speeds
up to seven or eight miles per hour
and propel his passengers through
scenes unattainable from the land.
The general layout of Miami Beach,
with its more than seven miles of
inland canals and 25 miles of wind-
ing bay frontage, provides the
gondola rider with water access to
every important centre of amuse-
ment.

Although two of the bay front
hotels have had several of the boats
about to lend atmosphere for several
years, it was not until last year
that the gondola was introduced as
a livery venture. Small motors
were installed in the boats, and a
land office business was begun.
This season the livery owns 26
gondolas, 14 of them equipped with
motors and a dozen of them avail-
able for hand operation. Stations
have been established at the im-
portant hotels and Winter visitors
can thus be transported in style to
and from the bathing places. Golf
courses, polo fields, etc.
Of the 14 motor-driven gondolas,
four are equipped with eight horse-
power and ten with five horsepower
motors which have been installed
directly back of the awning-covered
cabins, and accommodate five pas-
sengers comfortably. They were
originally imported from Venice at
tremendous cost.
All of the motor-driven gondolas
in this up-to-date American Venice
are lubricated by Gargoyles
Mobiloil.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.
From MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENALDER"
CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns of
the Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
8th February will be subject to rent.
All claims against the steamer must
be presented to the Undersigned on or
before 22nd February or they will not
be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th instant at 10 a.m. by Messrs.
Goddard & Douglas.
To comply with the General Bond-
ed Warehouse Regulations consignees
must have a Revenue Officer in at-
tendance when damaged dutiable
goods are examined.
No Fire Insurance has been effect-
ed.
Bills of Lading will be countersign-
ed by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 31st January, 1932.

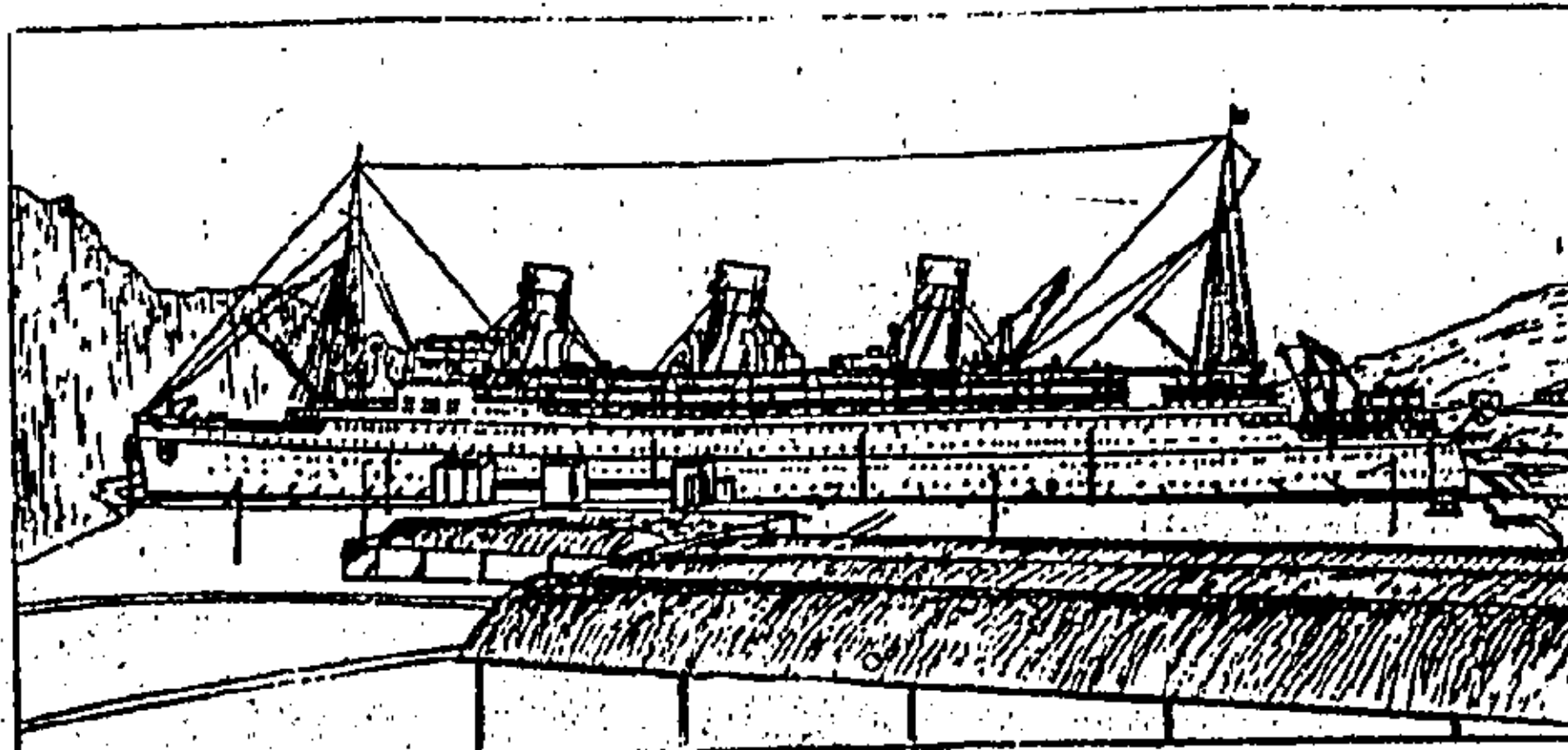
THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57069.
Estimates furnished on application.
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD., HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG OFFICE 28020.
KOWLOON DOCK 58453.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND
ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds
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approved
Cast
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turers.



T.S.S. "EMPERESS OF JAPAN."

In No. 1 Dock. Dimensions:—656' O.A. x 85'6" x 45'6" Mid. 23,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 85'0" x 30'6" over all L.W.O.S.T.

Salvage, Tug "Henry Knicker." 2,000 L.H.P. Wireless Call Signal V.P.B.T. and Flag

Call Signal T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used: A.I.A.C. Fifth Edition; Engineering, First and Second Editions.

Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

CONSIGNEES

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "GANGE"
From TRIESTE, VENICE, BRINDISI,
PORT SAID, BOMBAY, COLOMBO
AND SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.
Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.
No claims will be admitted after the
Goods have left the Godowns, and
all Goods remaining undelivered after
the 6th February will be subject to
rent.
All claims against the vessel must
be presented to the Undersigned on or
before the 15th February or they will
not be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th February at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.
In the case of dutiable goods, Con-
signees are requested to inform The
Imports & Exports Office that they
have such goods for examination.
No Fire Insurance has been effect-
ed.
Bills of Lading will be countersign-
ed by
DODWELL & CO., LTD.
Agents.
Hong Kong, 30th January, 1932.

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer, "CELTIC STAR"
From ANTWERP, ROTTERDAM,
HAMBURG, BREMEN, SWANSEA,
NEWPORT & PORTS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns of
the Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.
Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
7th instant will be subject to rent.
All claims against the vessel must
be presented to the Undersigned on or
before the 10th instant, or they will
not be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th instant at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.
In the case of dutiable goods, Con-
signees are requested to inform The
Imports & Exports Office that they
have such goods for examination.
No Fire Insurance has been effect-
ed.
Bills of Lading will be countersign-
ed by
DODWELL & CO., LTD.
Agents.
Hong Kong, 1st February, 1932.



ALL YEAR ROUND TRIP TICKETS —

TO VICTORIA (CANADA).
and RETURN ... G\$630.00 VANCOUVER (CANADA).
SEATTLE, (U.S.A.).
and RETURN ... G\$656.00 SAN FRANCISCO.
LOS ANGELES.

Time Limit. — One Year.

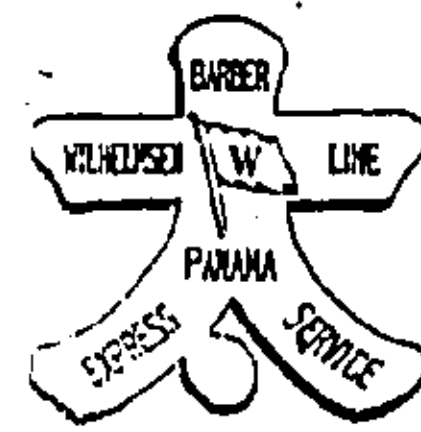
SUMMER ROUND TRIP TICKETS —

TO VICTORIA (CANADA).
and RETURN ... G\$540.00 VANCOUVER (CANADA).
SEATTLE, (U.S.A.).
and RETURN ... G\$562.00 SAN FRANCISCO.
LOS ANGELES.

Summer Round Trip tickets will be on sale during the months
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SAILING DATES FOR FEB. 1932 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leave Hong Kong	Arrive Wuchow	Leave Wuchow	Arrive Hong Kong
TAI HING	THUR. 4th	SAT. 6th	TUES. 9th	WED. 10th
TAI MING	TUES. 9th	THUR. 11th	FRI. 12th	SAT. 13th
TAI HING	THUR. 11th	SAT. 13th	SUN. 14th	MON. 15th
TAI MING	SUN. 14th	TUES. 16th	WED. 17th	THUR. 18th
TAI HING	TUES. 16th	THUR. 18th	FRI. 19th	SAT. 20th
TAI MING	FRI. 19th	SUN. 21st	MON. 22nd	TUES. 23rd
TAI HING	MON. 22nd	WED. 24th	THUR. 25th	FRI. 26th
TAI MING	WED. 24th	FRI. 26th	SAT. 27th	SUN. 28th
TAI HING	SUN. 28th	TUES. 1st	WED. 2nd	THUR. 3rd

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The China Mail.

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HONG KONG, THURSDAY, FEBRUARY 4, 1932.

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Properly diluted it is delightful to taste and
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TO-DAY & TO-MORROW
at 2.30, 5.10, 7.15 & 9.20 p.m.

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And Oakie should know. He's a king
in his own right. King of Laffdom.
Leading you and his army of film fans
across the yelp to Hilarity. Con-
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A COLUMBIA PICTURE
Produced by Christie
Directed by
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**CHARLEY'S
AUNT**

Look Out for
1932 United Artist Pictures
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Take note of the following:
"AGE FOR LOVE"

with
Billie Dove
Around the World in 80 Minutes
With Douglas Fairbanks.

BOARD OF EDUCATION.

Senior and Local Exams.
To Go.

A RECOMMENDATION.

The 82nd meeting of the Board of Education was held yesterday afternoon.

Members present were:—Director of Education, Mr. G. P. de Martin, M.A. (Chairman), Inspector of English Schools, Mr. A. R. Sutherland, M.A., Inspector of Vernacular Schools, Mr. Y. P. Law, B.A., Chev. J. M. Alves, the Rev. Fr. Byrne, Ph.D., S.J., the Rev. F. Short, the Very Rev. A. D. Swann, M.A., D.S.C., the Hon. Mr. S. W. Tso, O.B.E., LL.D., Mr. H. K. Woo, LL.B., and Mr. B. Wylie.

The Chairman informed the Board that Mr. H. K. Woo had been appointed a member of the Board for a further period of two years.

The Chairman informed the Board that on medical advice the British schools remained closed for one week after the Christmas holidays owing to the diphtheria epidemic.

Gap Road School.

The Chairman reported that the recommendation, made at the 81st meeting, to raise the fees at Gap Road Lower Grade School from \$3 to \$5 monthly had been accepted by Government: the new scale of fees came into force at the beginning of the year.

Cheung Chau Petition.

A petition from the Cheung Chau Kai Fong Committee for the retention of Class 5 in the Government English school was referred to the Board which advised that the petition be granted, when and if the standard of Class 6 in the school was equivalent to that of Class 6 in Hong Kong schools.

The Board recommended the erection of a permanent building with adequate playing space and gymnasium for the Vernacular Normal School for Women now housed in 12 rented flats in Lee Garden Street.

Grant Code.

The Board recommended that the Grant Code be amended by the substitution of the following for the present Articles 45, 46, 47, which regulate the sum payable to Grant in Aid English and Vernacular schools under the Code:—

- "45. A. The following grants are made to English and Vernacular Grant in Aid Schools.
- A. A capitation grant of not less than \$40 for each pupil in English schools for boys, and not less than \$35 for each pupil in English schools for girls, and not less than \$12 for each pupil in Vernacular schools.
- B. And fees for the examinations specified in Article 36 or any examination hereafter substituted therefore will be paid by Government.
- C. Should any fees have been paid in respect of candidates who are not presented for the examination, they will be deducted from the total capitation grant for which the school would be eligible.
- D. In cases of sickness or for any

CHEUNGCHAU NOTES

Shortage of Water in Wells.

[From Our Own Correspondent.]
Cheung Chau, Yesterday.
Abundant evidence is seen here of the approaching New Year. The fishing junks are laid up close together in orderly rows (to enable friends to visit one another), each with a tarpaulin awning arranged tentwise. Old joss papers are being torn down and new mottoes are being pasted up.

Visitors will note that on Saturday and Sunday the ferry will make only one trip each way, leaving Cheung Chau at 9 a.m. and returning at 2 p.m. For several days the ferry has been packed with Chinese trippers to Hong Kong and back.

There is a shortage of water in some of the wells. Many of the villagers go a long distance to the hill springs. A large new well has been dug N.W. of the Police Station near the new drain pipe (Continued at foot of next column.)

G.P.O. AND THE HOLIDAYS.

On Saturday the General Post Office and Branch Post Offices will be entirely closed, and on Monday, the General Post Office and the Branch Post Offices will be open from 8 a.m. to 9 a.m.

On Saturday, there will be no collection from the pillar boxes and no delivery by postmen, but ordinary correspondence may be obtained at the back entrance of the General Post Office.

On Monday there will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays, and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed during the holidays.

reason which shall seem good to the Director of Education, it shall be lawful for him to waive the above deduction.

The above capitation grants should be regarded as maxima and the Director of Education may mark lack of efficiency in any school by the recommendation of a reduced grant."

Leaving Certificate Exam.

The Board considered a letter from the Head Master of the Diocesan Boys' School advocating the substitution of a Leaving certificate examination for the present University Matriculation examination as the final examination in English schools, such examination to be conducted either by the University or by the Education Department.

The Chairman explained that he had already approached the University in the matter and that it was down for consideration in the very near future.

The following resolution was carried.
"That the Board recommends to Government that the Senior and Junior Local Examinations be abolished and that a School Leaving Certificate be substituted therefore."

MRS. FRANKS GIVES TESTIMONY.

Motor Incident on the Peak.

AMBULANCE INVOLVED.

In the witness box of the Central Magistracy this morning, Mrs. J. W. Franks, the wife of the Superintendent of Prisons gave her testimony in the case in which Li Yam, driver of a motor ambulance of Central Fire Station, is summoned for dangerous driving at the junction of Jardine's Bridge and Stubbs Road, on December 17 at 1.15 p.m. The case came before Mr. W. Schofield.

Mr. Horace Lo was for the defence.

Mrs. Franks in bearing out Traffic-Inspector Alexander's opening statements, said that it was the most amazing piece of driving on the part of the defendant, she had ever seen. She added that it was entirely due to the rikisha coolies that witness and her small daughter were saved.

In reply to questions by Mr. Lo, witness said that the rikisha coolies did not get at all into a panic.

Witness, replying further, said that had they (witness and her daughter) gone over the bank, the defendant would not have been any the wiser.

Miss Crawhall-Wilson, living at the Peak Hotel, who also gave evidence, said that she could not believe her eyes when she saw such amazing driving. The ambulance was heading straight for the rikisha, and it was travelling at a speed much too fast. Defendant, it seemed to her, was determined to get round the bend.

Mr. Lo submitted that he had no case to answer. The fact disclosed did not amount to any breach of the regulation, as Mrs. Franks had agreed that swerving to the left was the proper way of negotiating the bend in question.

His Worship held that defendant had a case to answer.

Mr. Lo called upon his client to give testimony. Defendant said that he was carrying an urgent case, and it was the rule that the ambulance should travel a little faster than was usual. He stated that he passed the complainant's rikisha about ten feet away.

In order that a visit be made to the scene, his Worship adjourned the case to February 12.

factory, stone lined and with a large concrete top. Use was made of it before the latter was in position and while in an unfinished state.

The Peniel Mission moved their chapel to-day a few doors nearer the Pier side on the bund. The superintendent, the Rev. A. K. Reiton and the Rev. Grant are expected over to hold special meetings on Monday next. Other meetings in connection with the Baptist Mission will be conducted by the Rev. King and Chinese workers, from Canton, who are expected on the 5th inst.

Dr. and Mrs. Hayes, of the above Mission, spent a few days in their house and Rey, and Mrs. J. Kemp were also down for a brief holiday. Other visitors are expected later.

QUEEN'S

TO-DAY ONLY At 2.30, 5.10, 7.15 & 9.20.

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